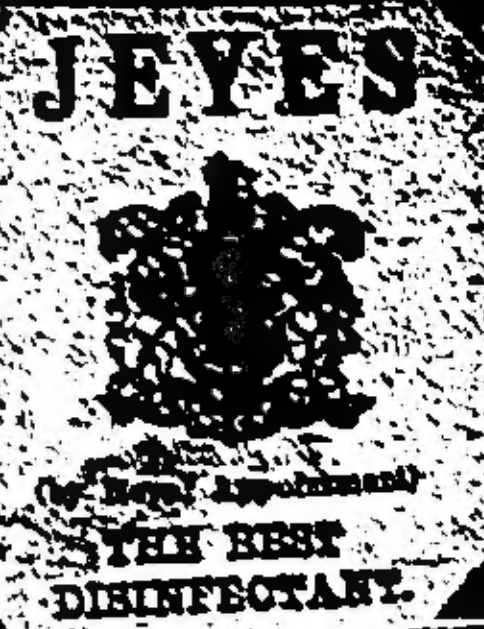


Dainty Rimless Glasses
Will Please Mildly
AND IMPROVE THE
Eyesight and Appearance.
N. LAZARUS
OPHTHALMIC OPTICIAN,
13, Queen's Road Central, Hongkong.

The China Mail.



September 24, 1920. Temperature 79.

Barometer 30.78

Rainfall 0.02 inch.

Humidity 85.

September 24, 1920. Temperature 76.

No. 18,064.

五拜禮

號四廿月九年十二百九千一

HONGKONG, FRIDAY, SEPTEMBER 24, 1920.

日三十月八年九十國中

PRICE \$3.00 Per Month.

BUSINESS NOTICES

WATSON'S effervescent LIVER SALTS

taken in the morning will quickly relieve that slight
derangement and impart a feeling of health,
vigour and exhilaration.

A pleasant, refreshing and cooling drink.

A. S. WATSON & CO., LTD.,
THE HONGKONG DISPENSARY.
TELEPHONE 16.

DRAGON MOTOR CAR CO.

(THE EUROPEAN GARAGE).
BRITISH CARS ARRIVING SHORTLY:
Ruston-Hornsby touring car about end
of September.
Armstrong-Siddeley touring car about end
of November.
Tel. 383 & 3552. Garages in Hongkong and Kowloon.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Sales and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

BANQUE INDUSTRIELLE DE CHINE (A FRENCH BANK)

Capital Paid-up and Surplus ... Fcs. 105,000,000.00

The organisation of the Bank enables it to open
CURRENT ACCOUNTS, SAVING ACCOUNTS
and to accept FIXED DEPOSITS in local currency and
ANY FOREIGN CURRENCY.

These accounts and deposits may be converted
AT ANY TIME WITHOUT ANY CHARGE in ANY
OTHER CURRENCY.

Apply for terms and particulars
BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Chater Road.

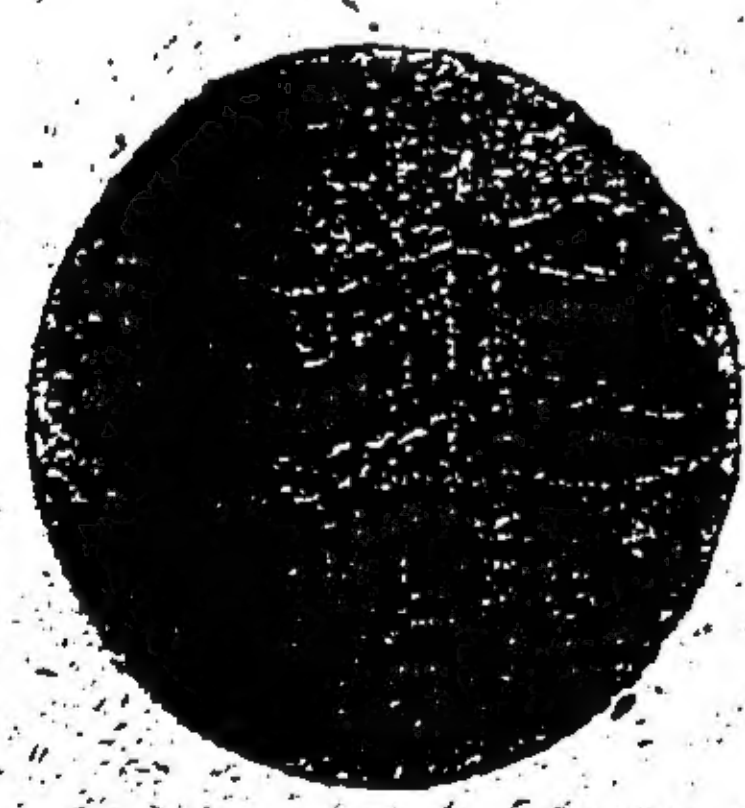
PORTRAITS TAKEN AT YOUR HOME
For Ordinary Portraits—Special Home Portrait Graflex Camera is used.
Artistic Diffused Focus Pictures—Taken by "Verito" Diffused Focus Lens.
All Kinds of Photography Undertaken. Prices Moderate.
HIROSE STUDIO, Japanese Photographers. 23, Fook Yee East.
Telephone 8076.

THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

Phone 198



The
Quality Shop
with
Quality Goods
for
Quality Buyers

Diss Bros
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

DONNELLY & WHYTE.
WINE MERCHANTS
Tel. 606. Tel. 602.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

IMPORTANT SHIPPING AGREEMENT.

NEW JOINT SERVICE FROM CANADA TO THE EAST.

LATEST TYPE OF CARGO STEAMERS.

LONDON, September 22.
The Times Toronto correspondent reports that the head office of the Canadian National Railways announces a joint arrangement between the Canadian Government Merchant Marine, the Canadian National Railways and the British India Steam Navigation Co., under which the Canadian Government Merchant Marine and the British India Co., will each have an equal number of the latest type of steel cargo steamers in a joint service between Eastern and Canadian ports, and India, the Straits Settlements, and Java.

FRENCH PRESIDENCY.

TRIBUTES TO M. DESCHANEL'S SERVICES.

COMING NATIONAL CONGRESS.

LONDON, September 21.
A Havas message states that at to-day's sittings of the Senate and Chamber of Deputies M. Deschanel's message was read expressing deep regrets at being compelled owing to ill health to resign the presidential office which at the present juncture requires unflinching energy and activity. The Presidents of the two Assemblies next eulogized the patriotism of the ex-President who was carrying away with him the regrets and sympathies of the whole country. Preparations for the coming National Congress are being pushed actively ahead at the Versailles Palace.

MILLERAND HEADS TEST VOTE FOR PRESIDENT.

PARIS, September 22.
A test vote for the new President resulted as follows:—M. Millerand, 328; M. Peret, President of the Chamber of Deputies, 157; and M. Bourgeois, President of the Senate, 113.
The test vote was taken at a plenary session of senators and deputies convened to nominate a candidate. The voting was unofficial but was accepted as a real test of strength. M. Millerand is the only official candidate.

OPPOSITION TO MILLERAND.

PARIS, September 22.
Alarmed apparently at M. Millerand's suggestion that the President of the Republic should have more extensive powers, the parties of the left have resolved to oppose M. Millerand's election and have decided to vote at to-day's preparatory ballot for M. Peret, the President of the Chamber of Deputies, or M. Bourgeois, President of the Senate, in spite of the fact that both have refused to stand as candidates.

STRIKE MENACE.

IMPORTANT CONFERENCE WITH THE PREMIER.

"APPARENTLY NOT ABORTIVE."

LONDON, September 22.
The fateful meeting of the Triple Alliance was attended by about 500 delegates who met in London to-day to discuss the threatened coal strike. Late this afternoon an official statement was issued to the effect that the Congress had decided to send a deputation to Mr. Lloyd George to urge the acceptance by the Government of the miners' claims. The Congress remains in session in order to receive the report of the result of the conference with Mr. Lloyd George, who has agreed to meet the deputation.

A CHILLY WAIT.

The Triple Alliance deputation had three and a half hours' conference with Mr. Lloyd George in the hope of composing the coal dispute. Nothing was settled but apparently the proceedings were not abortive as the deputation arranged to report to their congress to-morrow. The feeling of the latter will most probably influence the deputation at the subsequent likely meeting with Mr. Lloyd George. Large crowds stood outside Downing Street until the termination of to-night's conference at nine o'clock in chilly weather awaiting the first news of what had happened within doors.

NEW SITUATION.

This level might even be fixed below the present output thus assuring a certain increase in wages immediately. The Government was prepared to make this concession in view of the advantage to the country of securing the relation between wages and output. Mr. Lloyd George urged the miners to suspend the strike notices for a fortnight while they examined with the mine owners the feasibility of this plan. The miners still urged an immediate advance of 2s. but a subsequent conference deliberated privately on the situation created.

AN ALTERNATIVE PROPOSAL.

The deputation attending Downing Street included the miners' executive, Mr. Thomas Cramp, M.P., on behalf of the railwaymen, and Messrs. Williams and Gosling for the transport workers. The Prime Minister was accompanied by Sir Robert Horne, Sir Eric Geddes and Sir David Shackleton. The official report shows that the representatives of the railwaymen and transport workers warmly supported the miners' wages claim. Mr. Lloyd George insisted that if the miners persisted in their demand for increased wages that demand must be submitted to a tribunal whose impartiality the miners could not challenge, but proposed as an alternative to this demand that the miners and mine-owners should meet and agree on a scheme which would make an increase in wages dependent on increase in output. He suggested that the level of output be fixed, all output above this level to involve extra remuneration.

AMERICAN SOCIALISTS.

EXPELLED, RE-ELECTED, AND AGAIN EXPELLED.

ALBANY, September 22.
Three out of the four socialists who were expelled from the New York State Legislature at the close of the session, who were recently re-elected, have again been expelled. The remaining two have resigned.

THE DOLLAR.

Today's closing rate 4/31
Today's opening rate 4/33

EARLIER TELEGRAM.

(Reader's Service to the China Mail.)

FRENCH PRESIDENT.

LONDON, Sept. 20.
A Havas message states that it is announced that M. Millerand has accepted his candidature as President in succession to M. Deschanel.

"ADVERSARIUS" MISSING.

They rang up from the Sailors' Home to-day to say that "Adversarius" has not been back there since the time on the "Kanowna," and that they are beginning to feel anxious. They needn't. The old reprobate is sure to turn up sooner or later. One of our reporters learns that he slept under the verandah of the K.C.C. last night, but there was no trace of him this morning, beyond three or four cigar stubs and an empty bottle bearing the word Tooke.

COSTLY SOUVENIRS.

A GROWING EVIL.

PASSENGERS' PILFERING ON
THE OLYMPIC.

The thirst for "souvenirs" leading to wholesale pilferings of more or less valuable articles by passengers on Atlantic liners, was stated to be on the increase in the course of a case at the Southampton Police Court, when Eli and Herbert Ambler, two second-class passengers on the "Olympic," both giving addresses at Los Angeles, California, but said by the police to be natives of Yorkshire, returning to England for a holiday after ten years in the United States, pleaded guilty to stealing two silver plates, ash-trays, valued at 50s., the property of the White Star Line.

Mr. J. C. Hallett, prosecuting on behalf of the company, said that when at Cherbourg, on the complaint of a fellow passenger, prisoners' cabin was searched, one tray was found in a valise and the second on the top of a cabinet. On the previous night the prisoners had been drinking in various parts of the ship, and there was no doubt that the trays, which had the company's mark, had been stolen from the first-class saloon bar. The company felt that it was their duty to bring this case forward, as these thefts of valuable articles were growing, and they wanted to put a stop to it. Eli Ambler told the court that on the last night of the voyage they were having a jollification on board, and as the second-class bar closed before the first-class they went over to the latter. They saw the trays there, and thought they would make "nice souvenirs." Had they been sober they would not have taken them.

The other prisoner, who told a similar story, said that they did not take the things for their intrinsic value, but as mementoes of the voyage. The bench imposed a fine of £20 in each case, or one month's hard labour.

AQUATIC SPORTS.

EVENTS FOR YOUNGSTERS.

OFFER OF TWO CUPS ACCEPTED.

Mr. R. C. Wittichell, the Hon. Secretary of the V.R.C. has informed the China Mail that the Club has accepted the generous offer of "A Sport" made in our correspondence column yesterday to present two cups for competition in "scratch" events for boys and girls under 12, respectively, to be included in the programme of the forthcoming annual aquatic sports meeting of the Club.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General from the Manila Observatory at 11.15 a.m. to-day.
Typhoon in about
Long. 125° E. Lat. 14° N. moving N.W.
Long. 135° E. Lat. 14° N. moving W.

A GOOD SUGGESTION.

THE Chamberlain's Tables when they are in use for the purpose of the day are very useful and pleasant to use. They are easy to take and pleasant in effect. For sale by all Chemists and Druggists.

BUSINESS NOTICES

J. T. SHAW

Tel. 692

BATH GOWNS

— JUST RECEIVED —

A DELIGHTFUL ASSORTMENT IN
VARIOUS NEW COLOURINGS AND
DESIGNS. MADE FROM A VERY
HIGH GRADE BATH TOWELLING.
THE BEST SELECTION TO BE SEEN
IN THE COLONY. CALL AND
INSPECT THEM.

— ALL SIZES —

J. T. SHAW

SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

THE PHARMACY

(FLETCHER & CO.)
QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF
ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC CO.

QUEEN'S BUILDINGS. OF CHINA, LTD. TEL. 518. HONGKONG.

ELECTRIC LIGHTING FIXTURES.

BOWL FITTINGS, SEMI-INDIRECT LIGHTING UNITS,
PENDANTS, BRACKETS, TABLE LAMPS, Etc.

HEATING and COOKING

KETTLES, IRONS, WARMING PLATES,
COFFEE PERCOLATORS, SAUCEPANS, Etc.

MODERN DESIGNS
EFFICIENCY and ECONOMY.

YOUR INSPECTION OF OUR SHOWROOM IS INVITED.

CAPE WINES.

CLARET
BRAKENSTHIN (Hock Style)
SAVIGNON BLANC (Hock Style)

CALDBECK, MACGREGOR & CO., LD.
15, QUEEN'S ROAD CENTRAL. TEL. 75.

HANDLEY PAGE

MULTIPLE ENGINE BIPLANES

HANDLEY PAGE LTD.

Oriskanywood, London, N.W. 2.

Sole Agents for China
PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China
W. R. LOXLEY & CO.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY, September 25, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street.

A Large Assortment of Maltese Washable Distemper,
— 120

A Quantity of Sundry Household Furniture,
And
75 cases Sardines,
10 bags Rice,
48 cases Horlick's Milk,
49 Doz. Toilet Soap,
36 kegs Red Oxide Paint.

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on
FRIDAY, October 1, 1920,
commencing at 2.30 p.m.
at their Sales Rooms, Duddell Street.

A Fine Collection of Japanese Porcelain, Chinoiserie Ware and Embroideries.

Comprising—
Satsuma tansets, vases, bowls, figures, plates, incense burners, silk embroidered screens, pictures, etc., etc.

On view from Thursday, the 30th September, 1920.

Catalogues will be issued.

Terms—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, Sept. 23, 1920.

FOR SALE

MILNER'S SAFES

Apply to
LAMMERT BROS.,
Duddell Street.

MEE CHEUNG

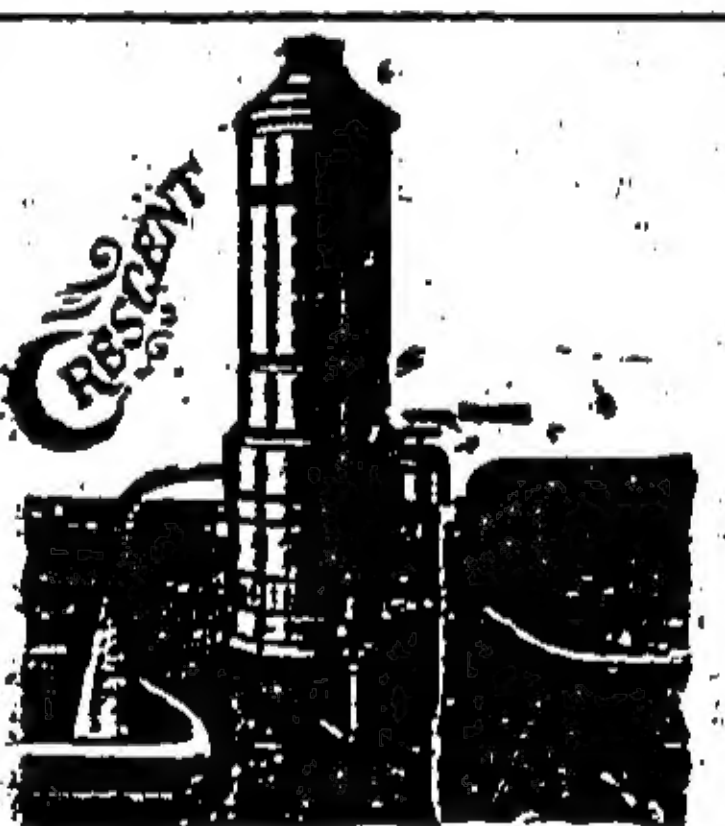
High Class Photographs.
100 House Street. Tel. 1018.

A large stock of Kodaks and Kodak Supplies
Just arrived.

MUMEYA

Japanese Photographers.
All kinds of Photographic Work done in latest styles also Passport Photos.

Developing and Printing for Amateurs a Speciality.
No. 84, Queen's Road Central.
Tel. 204.



INSTANTANEOUS WATER HEATERS

For Gas and Oil
Unlimited Hot Water.

C. E. WARREN & CO., LTD
Nos. 39 & 32 Des Voeux Road Central.
Established 1900

JUST ARRIVED

LATEST TRIMMING
STRAW HATS

CASSUM AHMED.

Milliners & Drapers.
22 & 24, Wellington Street.

Branch 20, Nathan Road, Kowloon.

Agents for

Diamond Dyeing

and

Drycleaning Co.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDES the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN GAILLARD'S GOLDEN FLEECES, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 67 & 69, Cantonment Road Central, Hongkong.
Telephone Nos. 1123.

理代泰豐泰

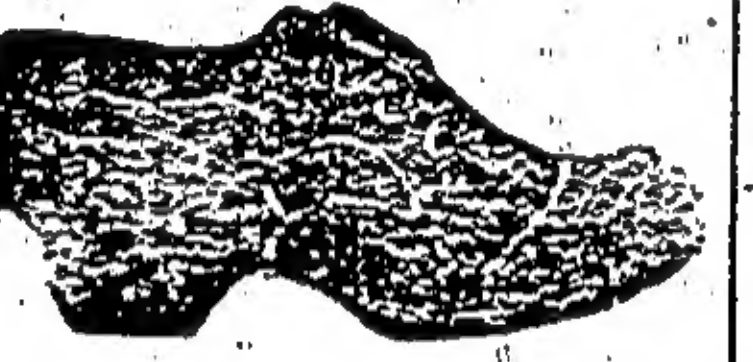
JUST RECEIVED
FLOWER and VEGETABLE
SEEDS.

This is the year to have a good garden. Plant lots of seeds and take good care of the garden, then you will have every reason to be pleased with the result.

GRACA & CO.,
No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER



CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

MASSAGE HALL

Graduate from Nagasaki Massage School.
Mrs. HAN INOUECHI

Phone No. 1264. 22 Stanley Street, 1st Floor.

THE NEW FRENCH REMEDY.
CHERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 The Kidney Cure. No. 2 For Rheumatism. No. 3 For Gout. All three are the most powerful and reliable remedies for their respective ailments. They are the only remedies that have been tested and found to be effective by the most eminent medical authorities in France and throughout the world.

SOLE AGENTS: NITOH BROS. & CO., LTD.

ASAHI BEER



"Recess"



This advertisement is issued by Westminister Tobacco Co., Ltd.

EMPRESS OF CANADA

LAUNCHING CEREMONY.

GROWTH OF PACIFIC SERVICES.

SHIPBUILDING COSTS RETARDING NEW ORDERS.

The twin-screw geared turbine passenger liner "Empress of Canada," which has been built to run under the management of the Canadian Pacific Ocean Services in the Canadian Pacific mail and passenger service between Vancouver, Japan, China, and Manila, was successfully launched from the yard of the builders, the Fairfield Shipbuilding and Engineering Co., Ltd., at Govan, Glasgow, in the presence of a very large and representative gathering of invited guests of both the steamship company and the shipbuilding firm. The "Empress of Canada," which is the largest liner yet built by the Fairfield Company, will also be the largest mail and passenger steamship running on the Pacific, and, with the well-known and popular liners "Empress of Russia" and "Empress of Asia," retain for the C.P.O.S. and the British Empire the quickest and finest service on the Pacific.

The christening ceremony was performed by Mrs. G. M. Bosworth, of Montreal, wife of the President and Chairman of the C.P.O.S. Co. Within 55 seconds of Mrs. Bosworth releasing the automatic launching gear the "Empress of Canada" was water borne. She was immediately taken in tow and berthed in the firm's wet basin, where she will be completed. Mr. Workman and the officials of the Fairfield Co. were the recipients of hearty congratulations on the success of the launch.

The Chairman said they had just witnessed a most impressive ceremony in the successful launching of the "Empress of Canada" by Mrs. Bosworth, who had so kindly honoured them by her presence there, and it was his pleasant duty to propose the toast, "The 'Empress of Canada' and her Owners, the C.P.O.S., Ltd." May she prove in every way a worthy addition to the fleet. They wished her owners continued prosperity in their efforts to further the Empire's trade, not only in the Pacific between the Dominion of Canada and the Far East, for which service this vessel had been specially constructed, but in their North Atlantic link between Canada and the Mother Country. A wide conception and audacious thought by the owners had resulted in the largest liner yet built by the Fairfield Co. being launched that afternoon. A vessel whose size was probably not exceeded by any other passenger vessel at present building in this country, and whose launching weight was about 12,000 tons. Her gross ton-

nage was expected to be about 22,000 tons, and her dimensions were 653ft. length, 77.9ft. breadth, and depth to bridge deck 53.6ft., and her speed at sea 18 knots. She would carry a crew of 550, and would have beautiful accommodation for 500 first-class passengers, 100 second-class, and 240 third-class, and in addition would be able to carry 830 Asiatic steerage passengers. The engines were two sets of Brown Curtis turbines driving twin screws through double reduction gearing—this double reduction gearing being the largest which had so far been constructed. In every way the vessel was a credit to the skill and enterprise in design of Mr. Hugh Macdonald, naval architect to the Canadian Pacific Ocean Services. (Applause.) Before asking them to join with him in drinking the health of the vessel and her owners, he had great pleasure in asking Mrs. Bosworth to accept this pearl, which he handed to her with the best wishes of all present as a remembrance of her services so graciously rendered that afternoon. (Applause.) They begged that she would add it to her necklace, and hoped that she would further honour them with her company at future launches of vessels for the same owners. He regretted that Mr. Bosworth was not present. He would like to remind Mr. Bosworth of a conversation he had with him before the war, when they were discussing the uses of oil fuel. He admitted that the time would come when large passenger vessels would be driven by internal combustion engines, but not in their lifetime. The "Empress of Canada" would be fitted with boilers designed to burn oil fuel which was a step to superseding coal, and he was not so sure that the day was so very far distant when internal combustion engines would be fitted in ocean liners. (Applause.)

GROWTH OF PACIFIC SERVICE.
Sir Thomas Fisher in responding said that in the absence of their Chairman, Mr. G. M. Bosworth, they had to thank the Fairfield Shipbuilding Co. for the charming present they had made to Mrs. Bosworth as a souvenir of that occasion. He thought it a particularly happy thought of the Fairfield Shipbuilding Co. to present Mrs. Bosworth with a pearl for her necklace. They had not the benefit of the presence of their Chairman, but it was a great satisfaction to them that they had on that occasion their Chairman's wife. They were delighted to have her with them. It would have been a great disappointment had she not been able to be present. Mr. Workman had referred to the expansion of their Pacific fleet. He thought it might interest some of those present to hear a little of its history. Almost coincident with the completion of the railway the C.P.R. chartered a sailing vessel which left Shanghai for Vancouver with a cargo of tea. He

believed her name was the "W. B. Flint"; that was in 1896 and it was astonishing to think that in such a short time the service had developed to enable them to build a steamer of the class described by Mr. Workman. He thought it spoke volumes for the enterprise and energy of the C.P.R. as to justify their building of the largest steamer at present being built in any British yard. The service developed a great deal after the "W. B. Flint" for he believed the company chartered three steamers, the "Bavaria," "Farhead," and "Abyssinian." For some short time the service was run by these vessels, and they then laid down three ships which were without equal, and one of them was running at this day, the famous Empress boats. These vessels entered the service in 1891 and one of them, the "Empress of Japan" was still running with the same boilers that she had when she was built, which, he thought, spoke volumes for British shipbuilding, and he only hoped the "Empress of Canada" would have an equally long and prosperous life. The service was continued for many years by these three ships. In 1906 it was found necessary to add a fourth ship, the "Montezuma." Later it was decided by the directors, on the advice of Mr. Bosworth, who had been director for many years of the steamship interest of the company, to lay down two other steamers, and the famous "Empress of Russia" and "Empress of Asia" were built in this year, and they have proved themselves very successful. They are the finest ships on the Pacific, and they would only be excelled by the ship they had seen launched. The "Empress of Russia" still held the record for the Pacific. She made the voyage across in 9 days 10 hours 30 minutes, and he believed that record was not likely to be excelled by the "Empress of Canada." The trans-Pacific route was of great interest to business men in this country because it afforded by far the most rapid means for reaching the Far East. He understood under ordinary circumstances they could reach Yokohama in 28 days across Canada, thanks to the enterprise of the C.P.R. putting on a fine trans-Continental train. It was 28 days against which it took 55 days to reach Yokohama via the Suez and the Eastern route.

CONSTRUCTION AND MAINTENANCE COSTS.
One of the directors of the Fairfield Co. said it was a pity that they were not building another vessel similar to the "Empress of Canada." He agreed and he was sure if the thing were at all possible, the directors of the C.P.R. would lay down such a vessel but under present conditions it was absolutely unthinkable to lay down a vessel of that class. He had a few figures drawn up to show the difficulties under which shipowners and liner companies

(Continued on Page 4)

NOTICES.

G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS

Hotel Mansions

Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soap Sticks REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 48, Cantonment Road Central. Tel. No. 4330.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanjing Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay and Shanghai, No. 71, North Soochow Road.

TRADE MARK.

FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES,
HOTELS & SHIPS.

BRASS AND IRON BEDSTEADS, UPHOLSTERY,
ELECTRO-PLATED WARE, GLASSWARE, CROCKERY,
HIGH-CLASS TEAKWOOD & BLACKWOOD FURNITURE.

CHEONG LEE & CO.

Tel. No. 801. HEAD OFFICE, 68, QUEEN'S ROAD CENTRAL.

CABLE ADDRESS "CHEONGLEE" A.E.C. CODE SIX EDITION.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,

MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.

Under the Management of—

Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting.
A European Bath and Sanitary Flushing, Hot and Cold Water Systems throughout. Best of Food and Service.

Telephone 375. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

100 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. As Bedrooms, Excellent Cuisine, scrupulously clean, Moderate Terms, Monthly and Family Rates on application to the Proprietors. Lunches meet Passenger Boats.

Telegraphic Address "CARLTON" Mrs. F. E. CAMERON.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to—

Telephone K. 3. Telegraphic Add: "PALACE" J. H. OXBERRY, Proprietor.

BOSTON CANDY STORE

OPPOSITE THE ROYAL TERMINAL

CABLE BETWEEN FACTS

TELEPHONE ORDERS FILLED.

TANG YUK, Dentist.

Successor to
the late HEN TING,
1A, D'ARCY STREET.

NEAREST NEIGHBOURHOOD
Consultation free.

FRENCH LESSONS

by M. MOURON
14, Morrison Hill Road.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Broker and
Commission Agents.

—PROPRIETORS—
"Te-Kwa-Wan" Coal Storage.

Cables used
Bentley's
A 3 C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),
on
TUESDAY,
September 28, 1920, commencing at
2.30 p.m., at their Sales Rooms,
No. 4, Des Vaux Road, Corner of
Lee House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS, TEAKWOOD TWIN BEDSTEAD AND BRASS-MOUNTED BEDSTEADS, CARPETS, etc., etc., comprising:—
Chamberfield Sofa, Arm-chairs (n.w.), Folding Card and Occasional Tables, One Upholstered Sofa, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, etc., (fumed Teakwood), Slideboards, Dinner Wagon, Extension Dining Table and Chairs, etc., Dinner Service, Crockery, and Glass Ware, Cooking Stoves, Cutlery, etc., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps and Fans, Blackwood and Teakwood Screens, a quantity of blackwood furniture, Slide Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand.

Also
Three American Ice Chests,
1 Richea, etc.
And
One 12-bore Hammerless Gun with Case, Oliver Typewriter.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, September 22, 1920.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),
on
MONDAY,
the 18th October, 1920, at 10.30 a.m., within the Chamber, at Naval Depot, Kowloon.

H.M.S. "SANDPIPER"
Length between perpendiculars 100 ft.
Breadth extreme 20 ft.
Depth in hold 5 ft. 6 in.
[Plat Keel to upper side of Upper Deck] 5 ft. 6 in.
[Planking and stanchions]

Tonnage according to Net not measured
To Freight according to Gross not measured

Nominal Displacement 85 tons
As now drafted 2 ft.
Present mean draft 2 ft. 0 in.

Where Hongkong
When 1920
By Whom In Sections by Yarrow & Co.

Materials of Construction:—
Wood—Deck Sheathing, Fittings in Cabins, Messes, etc.
Iron—Deck Fittings, etc.
Steel—Hull, Bulkhead, Fittings, etc.
Decks, names of:—
Main, Hold and Battery Decks.
Armour—Nil.

As the now lies.

A detailed plan of fittings to be sold with the Ship may be seen at the Office of the Naval Store Officer, H. M. Dockyard, Hongkong, and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 a.m. and 4 p.m. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard the person named thereon will be conveyed to and from the Ship. The Ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, September 14, 1920.

BATTERIES!

A complete shipment of the famous
"KWIKLITE" BATTERIES
for pocket Torches has just been received.

"KWIKLITE" TORCHES
in many styles and various prices.

ALEX. ROSS & CO.
25 DES VEAUX ROAD
TEL 27
KOWLOON
TEL 47

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE GOVERNMENT),
on
TUESDAY,
September 28, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 4, Des Vaux Road, Corner of Lee House Street.

A Small Consignment of
WHITE GOODS, etc., etc.,
Comprising:—
Pillow Cases, White Satin Quills, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawnwork Bedspreads, Table Covers, Crochet and Drawnwork Dollies, Table Cloths, Linen Damask Serviettes.

Also
A few lots of Bellow, Valises, Kit Bags, Suit Cases, and Attache Cases.

And
Two Pairs Prismatic Binoculars (All new goods and in small lots).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, September 22, 1920.

MASSAGE.
Mr. HONDA and Mrs. HONDA.
Trained male masseur.
12 years' experience.
Formerly of Tokyo Military Hospital.
"HOT STONY" PARTS
REMARKABLELY PAIN-RELIEVED.
704, 2nd Floor, Des Vaux Road.
(Opposite to the China Mail).

PUBLIC AUCTIONS

G. R.
PUBLIC AUCTION

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on **MONDAY, the 5th day of September, 1920, at 5 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Kennedy Town, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.**

PARTICULARS OF THE LOT.

No. of Block	Boundary Measurements	Contents in Square Feet	Annual Rent	Yield per Acre
1	100 ft. by 100 ft.	10,000	£100	100

PUBLIC AUCTIONS

G. R.
PUBLIC AUCTION

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Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, September 22, 1920.

INTIMATIONS

DOUGLAS STEAMSHIP COMPANY, LIMITED

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company Office at 11, Queen's Road Central, on **MONDAY, the 27th day of September, 1920, at 2.15 p.m.**

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th instant, both days inclusive.

DOUGLAS LAPELLE & CO.
General Managers.
Hongkong, September 9, 1920.

KOWLOON-CANTON RAILWAY.

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that the AFTERNOON EXPRESS TRAIN TO KOWLOON, at 3.00 p.m., will be run on **THURSDAY, September 23rd, and until further notice, leave at 2.15 p.m.** Last Ferry 1.55 p.m.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, September 22, 1920.

WISEMAN, LTD.

DINNER DANCE
on
MONDAY, Sept. 27th.

DINNER and DANCE \$2.00
DANCING ONLY. \$1.50

D. M. GOURLI,
Manager.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A BEGINNERS CLASS will be started on **MONDAY, October 4th, at 5.15 p.m., at the Chinese Language School, junction of Zeland Street and Lee House Street, (Masonic Hall Premises).**

Intending Students are requested to send in their names to the undersigned for enrolment.

By Order,
D. K. BLAIR,
Acting Secretary.
Hongkong, September 15, 1920.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th October, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, 2, Queen's Road Central, Hongkong, on and after the 11th inst.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.
Hongkong, September 12, 1920.

HONGKONG HOTEL GARAGE.

WE BEG TO NOTIFY our Patrons that we are inaugurating the above as from 1st October, 1920. We aspire to render First Class Service at reasonable rates.

HONGKONG HOTEL CO., LTD.
J. H. TAGGART,
Manager.
Hongkong, Sept. 18, 1920.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS
will be held on
THURSDAY, 30th Sept.; FRIDAY, 1st October, at 4.30 p.m.
and on
SATURDAY, 2nd October, at 4.30 p.m.

ENTRY FORMS can be had from the SECRETARIES OF CLUBS or on application to the undersigned. Entries CLOSE on **MONDAY, the 27th instant** and will not be accepted unless accompanied by Entrance Fees to

R. C. WITCHELL,
Hon. Secretary.
Hongkong, September 22, 1920.

NOTICE.

TO whom it may concern: I the undersigned will leave the WALLA WALLA Co. on 30th September, 1920. All accounts against the said Company between 1st June and 30th September, 1920, must be submitted to this office before the end of this month.

LEUNG KUM YAU,
Manager.
THE WALLA WALLA Co.
Hongkong, Sept. 23, 1920.

WANT - OVERTISEMENTS

35 WORDS & INSERTIONS, 11. PREPAID.
Each additional word & Cents for 3 insertions.

FOR SALE

FOR SALE—Copies of the Gentleman, Ladies' Field, Ladies' Pictorial, The Queen, Fashions for all for the present year and to the end of same. Back numbers in good condition. No reasonable offer refused. Apply Box 1232, c/o "China Mail."

TO LET

TO LET—From NOVEMBER 1st, new three-roomed EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension). Fifteen minutes by rickshaw from Hongkong Ferry, and five minutes walk from Yau Ma Tei Ferry. This property can be let as eleven self-contained houses each, with nine living-rooms; and adequate kitchen, bath and servants' rooms; or as separate three-roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. CLARK, Architect & Surveyor, 14, Queen's Road Central.

N.B.—Official information has been received that a Government regulated Motor Bus Service will shortly be inaugurated in this district. This service will run to a fixed timetable, and will provide speedy and comfortable access from the Ferry to these flats.

HOUSE TO LET.

FURNISHED HOUSE for rent from October 1st to December 31st. Completely equipped; all modern conveniences; lawn. Finest Park location; convenient to tram. Can be inspected at any time. Apply Box 1231, c/o "China Mail."

EXPRESS OF CANADA.
(Continued from Page 2.)

laboured. The public generally did not realise how great those difficulties were. Some years before the war the Fairfield Co., built a fine steamer for the Atlantic trade. Her cost was £550,000. He believed the cost of the "Empress of Canada" would run into £1,700,000. That was a very serious looking at it from the point of view of maintenance than it was of capital. He estimated that to cover the difference between these two ships running in the North Atlantic—one built to-day and one built before the war—insurance, depreciation and interest on capital, would involve a charge on every voyage made across the Atlantic and back of £20,000. The difference between the pre-war and the present day ship running expenses was even more serious. Taking a vessel of the type of the "Calgarian," coal before the war was about £4,500, now it was £24,000. Repairs for a round voyage would be £1,700 and now it would be £7,700; provisions before the war were £3,000 and now they cost £8,000. Wages before the war were £2,500 and now they were £9,000. That was not the whole rise in wages. There was another allowance to be made, which was the accommodation taken from passengers for the greater comfort of the crew. In the "Empress of France," a sister ship of the "Calgarian," they had had to give up 266 berths from the earning power of the ship to hand them over for the well-being of the crew. Assuming those berths were only half on one half of the voyage the ship made it meant a further loss of £3,000. The net effect of these charges meant that the ship now built would cost £60,000 a round voyage more than a similar ship running and built before the war. All that money had to be recovered from the passengers because freight was infinitesimal in comparison with the passengers.

PRESENT DAY PASSENGER RATES.

He had heard a great deal of grumbling about the high cost of trans-Atlantic travel at the present time. He said quite frankly that the cost was not half as high as it ought to be in relation to the expenses of the operations and the capital cost of shipping. The "Calgarian" type of ship passenger rates were to-day, he believed, first-class, £50 10s.; second-class before the war, £11, was now £28; third-class before the war, £6 10s., now £19. He gave those figures with all reserve, but they gave a fair and general statement of the situation at the present time. The passenger rates had not increased by more than 185 per cent., whereas the cost of operations, allowing the capital cost involved, had certainly not been less than 350 per cent. That honestly, was a position that could not be expected to continue for an indefinite period, and the result would be that a very large number of fast ships would necessarily be laid up. One might say, "Well, the shipowner could get it back by raising the fares." When they considered what it meant to pay £50 for a first-class passage to get one berth in a three-berth room, the ordinary minimum rate of £50 to cross and £50 to come back and £28 for the second-class, it was very serious, but it was far more serious to pay £19 for a steerage passage. He thought it was disastrous. He could not conceive anything worse than to charge these immense sums for a man and his family going to the United States or Canada, charging £19 per person, and yet he had shown this was not sufficient. It meant in the first place that the communication between the different parts of the Empire would be seriously impeded, together with that good feeling that came of knowledge of other people. While the increase in the cost of ocean travel, if it was not stopped, would mean the disintegration of the Empire. It meant that there must be fewer emigrants, and if there were fewer emigrants to

Canada actually more passengers than had ever been landed by any steamship organisation, and of those passengers 99.1 per cent. were of British birth. They set out to carry British to the Dominions overseas to strengthen the Empire and ensure the food supply for this country. It was well known to all men in the steamship trade that the foundation of the business was the 3rd class, and excluding the Mediterranean traffic, they had carried within 350 of the total carried by all the other British liners together (Applause.) It might, perhaps, be said it was pure luck, but that was not so. The fact was, a great many ships had been leaving this country partially filled, and the fact that they had been able to carry this large number, almost a majority, was due to the great efficiency of their passenger department under Mr. Wm. Baird, and he took that opportunity of congratulating Mr. Baird. (Applause.) They had many interests represented on board the ship, including the Board of Trade, and he would like to say that he did not think it would have been possible to have installed these davits on board had it not been for the co-operation and assistance of the Board of Trade officials. It was quite an enormous view to think that the work of the Board of Trade was destructive. It did its duty with a view to seeing that the ships were efficient and life was made secure at sea, and he was proud to testify that they had had nothing but assistance from the Board of Trade in introducing these davits, and he took that opportunity to thank Captain Young for his assistance. (Applause.)

C.P.O.S. SUCCESS AS PASSENGER CARRIERS.

At the luncheon of the "Empress of Canada," it was not convenient for him to refer to the amount of business done by the C.P.O.S., but he was proud to do it on one of their own ships. Many of those present came from London, and they were under the impression that the C.P.O.S. was a pleasure company and that it was a pity compared with the other Big British lines. He could assure them that was a very big mistake. If they judged the importance by the passengers carried across the Atlantic, then this company stood second to none. Up to the 31st July this year they had carried backwards and forwards no fewer than 100,000 people. The number of complaints was trifling and such as they were they had not yet had time to bring up to the standard they had set before themselves to attain. One hundred thousand passengers in the first seven months of the year. (Applause.) In the seven months they had landed in

PALACE GARAGE
Phones 644 & K 307.




S3 & S5, Des Vaux Road Central (opposite Central Market) AND
48 Haiphong Road, Kowloon

NEW CARS FOR HIRE AND FOR SALE
Prices Reasonable.

LONG HING & CO., PHOTO SUPPLIES.
Kodaks and Kodak Film, etc. etc.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

BATH TUBS.



Sanitary Goods,
Bathroom Fittings,
AND ALL KINDS OF
Glass and Mirrors.

LYSON COMPANY.
Tel. No. 2558. 39A, Queen's Road Central Hongkong.

THE OPTICAL COMPANY
31, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES,
LENSES, etc.
Optometrists: CHENG, E. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.

BUY YOUR STATIONERY FROM US.
We Keep the Finest
Stocks Complete.

PRICES MODERATE

DER A. WING & CO.
Paper Merchants:
Stationers, Printers & Bookbinders.
60, Des Vaux Road, CENTRAL.

like, nor was it what it should or could be. Advantage was not being taken of the splendid opportunities which the termination of hostilities made possible, and unless something was done to put a stop to the increase in the cost of production they might come very near to bringing ruin on their industry. Unfortunately there was a good deal of unrest in labour circles, but he believed this to be confined to a section of the workers only, and he had great hopes that before long the better side of the British working man would reassert itself and allow the industry to proceed on sound economic lines. (Hear, hear.) The unrest to which he had referred was partly due to the war, but at the same time there were other disquieting influences at work, and Government control had also been a contributing cause. He thought employers and employees were agreed on the last point. Recent indications on the part of labour to be freed from industrial arbitration courts and to be allowed to revert to the former method of adjusting differences direct with the employers, should help to put matters on a better footing. The workman was certainly worthy of his hire, and was entitled to a higher standard of living, and no employer would seek to deprive him of either, if only a corresponding return was assured in the way of production. Only by such means would economy be secured and more orders obtained. (Applause.) Shipowners, under present circumstances, were finding it hard to make ends meet, and they could not well afford to pay what builders required to keep their establishments going. The limitation of output was a fatal mistake and was bound to react on those who resorted to it. The effect of it was to increase the cost of everything. By pursuing such a policy, a condition of affairs might arise which there would be little or no work for put restrictions upon. Employers and employees were mutually dependent on each other and both were concerned in the future of the industry. Mutual trust and co-operation. Between the management and the men were the only sound principles by which true success could be obtained. The men must give of their very best and employers must see that every possible facility was provided to enable them to do so. (Applause.)

(Continued on Page 2.)

TREATMENT FOR DYSENTERY
CHANDERLAIN'S Bile and Mucous Ointment followed by a dose of castor oil will effectually cure the most obstinate cases of dysentery, whether of the acute or chronic type. For sale by all Chemists and Dispensaries.

WATSON'S DRY GINGER-ALE

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.25 Per Dozen.
Splits 80 Cts. "

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

TEL. 436.

Wm. Powell Ltd.
TELEPHONE 346

— JUST RECEIVED —

WINTER COATS,
COSTUMES, AND
SPORTS SKIRTS.

ALSO
AN EXCLUSIVE ASSORTMENT
OF

SMART MODEL HATS.
VELOURS AND FELTS.

INSPECTION CORDIALLY INVITED

Wm. POWELL Ltd.
DES VŒUX ROAD.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, SEPT. 24, 1920.

DAIRY FARM AFFAIRS.

The address of the chairman at the Dairy Farm meeting has been seized upon as an opening for more adverse comment, and incidentally the China Mail gets into the line of fire. "We have only one further observation to make," says the critic under review (who thereupon proceeds to make nine "observations") "and that is to note with satisfaction that there is no official support in the speech for the suggestion we have seen made elsewhere that it would be more profitable to send all the products of the Dairy to the ships calling at the port."

No such suggestion has ever appeared in the local Press. The China Mail published, as a statement made to it by officials of the company, the claim that it would be more profitable to the company to send one of its products (milk) to the shipping. Note the typical carelessness of your controversialist, who writes "all the products" instead of one product, milk, which was the whole point. Note also the plain suggestion, whether so intended or not, that it was a China Mail "suggestion," which, getting "no official support," was presumably another of our inventions.

Does the Daily Press mean that because Mr. Lee did not trouble to use that argument, it was not, as we represented it to be, an official argument? Does the Daily Press want the public to believe that we invented it, that we originated it, that it was a suggestion of our own? Because if not, we must really beg our esteemed contemporary to be more careful with its diction, to weigh its words, and to say no more than it means.

The "suggestion" made elsewhere "was made in these words": "It [the Dairy Farm] claims that it can sell all its milk (not all the products of the Dairy)" to the shipping, in bulk, and abolish the cost of distribution, loss on bottles, etc.

In another place we even dissociated ourselves from the authorship of the suggestion by saying: "If we have been truthfully addressed by the Dairy Farm Co., we object to have it fathered on us by this sort of innuendo. There is, by the way, no chance that we are sitting on a cap not meant for

us. We were the only paper in which the argument appeared, and the point is rubbed in that we got "no official support" in Mr. Lee's speech.

Although we do not need such support, and do not depend on it, we are sorry that Mr. Lee did not refer to the suggestion, one way or another. It was a good argument, for use against the grumblers; and would have been much more useful than some of the humbug he did give us, about the business being "looked upon more as a public necessity than as a profit making concern," and about "throwing the Board open to the superficial charge of not having studied the shareholders' interests sufficiently."

Why will men persist in talking fudge?

No one is likely to believe that "the Board" would ever carry on this "public necessity" at a permanent loss. Why should it?

And why seem to pretend that "the Board" has not precisely the same interests as the general body of shareholders? They are shareholders, aren't they? Who is likely to charge them with insufficient study of their own interests?

Mr. Lee said, speaking to shareholders, that "a broader view than that dictated by the desire for gain must guide the Management." If the shareholders thought that was really and truly meant by the Management, they would haven't to replace it with another, and they would be right.

The fact is—in our opinion, and in plain China Mail language—that the directors would have raised the price of milk long ago, but that they foresaw the fuss that would be made. They knew their public. They shrank from it as long as possible. They raised the price only when they felt obliged to do it, by the pressure of circumstances. This should be their excuse. Any other reason would mean profiteering—greed for extra profit. Those who deny, as the Daily Press contrives to seem to do, that they were obliged to do it, virtually accuse them of profiteering. Talk about "broad views" of the public necessity, etc., can only make the grumblers more sceptical.

They could best answer the public criticism by publishing an auditor's certificate, dealing with the actual figures of the milk department.

Those who allege profiteering in milk—do so without evidence, on suspicion; for no such figures have been published. We have taken their part, against the grumblers, on the strength of an official statement, which we believed. But we have no evidence.

The long article in the Daily Press supplies none, in spite of its discovery of a supposed discrepancy between the statements of Mr. Scott Harston and of Mr. Lee in turn.

We have noted before our contemporary's nose for discrepancies and inconsistencies. It is out of order.

Mr. Scott Harston was speaking of far past times. Mr. Lee was speaking of recent times. For one man to say that once milk paid better than the other products, and for the other to say that lately the reverse is the case, is not a case of finding "quite the opposite view presented."

We have shown that our colleague is singularly careless in the use of words, and this shows that he does not read them attentively. His own citations show that there was no inconsistency. Last year Mr. Scott Harston said "in the past" so-and-so was. This year Mr. Lee says that now so-and-so is not. Both may be true.

The way we read the quotations (presented by the Daily Press as authentic—"not in line") we see Mr. Scott Harston's as very much in line with Mr. Lee's. But if men will commit themselves to such unnecessary and futile bunkum as that the Dairy business "has always been" looked upon "more as a necessity than as a profit making concern" (did he say "has always been"? they must expect to be misunderstood by careless or disingenuous critics.)

The Daily Press criticism, however, carries its own refutations. "We could understand," it says, "the higher charge for milk if the increase in the cost of production had been sudden, instead of progressive, over the long period of eighteen years."

Where's the sense of that? Can not our contemporary understand how it may be the last straw that breaks the camel's back? The fact that there has been no increase of price in 18 years, if it is a fact, helps us to understand the position. Each year, as the progressive increase in cost showed itself, we can picture the camel saying: "Raise the price? Not yet. It is sure to raise a row. Wait a little longer." Then at last its back was broken, and it had to. A sudden increase, on the other hand, might be passed over, once, in the hope of an equally sudden reverse movement.

The Daily Press says "we are not arguing that the recent increase in the price of milk is not justified." Then what on earth is it arguing? What else is there to argue? That "no adequate case has been presented"? How can the camel submit an adequate case, if you are going to give him the lie direct, on such flimsy grounds, when you are, as you admit, "in no position to do that"?

The explanations that we took the trouble to ask the Company's officials for satisfied us. They seemed reasonable. We believed them. But if it can be shown that the Dairy Farm Company is making handsome profits on milk, sufficient to make the recent rise un-called for (which the other papers do not pretend to show) just watch how we go for them. We have no particular love for the Dairy Farm directors, as is fairly well known; we hold no shares in it; and of course we have not, as one newspaper man chivalrously suggested, been "squared." (See what we have to endure.)

We have simply written as we thought, trying to be fair as usual, and above all, trying to talk sense. Have we succeeded?

So, now we come to an observation made by the Daily Press after its "only one further," an observation perhaps the most important that it made.

It asked "whether there is no obligation on the Company to provide for the community in view of the special concessions made by the Government to the company in the matter of the tenure of the farm land."

What were those special concessions? We have a right to know. There have been special concessions, unfortunately, to far too many of "the interests," but this is the first we have heard of any to the Dairy Farm.

We have been told that all the Farm land that the company holds was "got in" the usual open way, and that furthermore, it actually got "pieces of land put up to auction, only to be overbid by other purchasers." If that is true, the special obligation is on the Government, to see that people starting public utility enterprises should not be thus victimized.

Building development in the upper end of Happy Valley has been held back by the Government's supposed obligations to one foreign religious organization, and it is time something was done about it. These organizations should not be allowed to own land here at all. Suggested new slogan: No more foreign land grabbers. Hongkong for British subjects.

If the Dairy Farm people do enjoy any "special concessions" by way of land tenure—it is up to

them to admit or deny it—the China Mail wants to know how and why they got them. In spite of the baldness of the higher position than "desire for gain" (what rot!) they were and are a money-making concern and should not have public land except on public terms.

We are told that it is a mare's nest the Daily Press has thus discovered. We want to know. As soon as we know, we will speak of it again.

Before leaving the subject, we too must make "one further observation," which is that this "slashing and public spirited" attack on the Dairy Farm Company, which "desires to wound, but hesitates to strike," cannot avoid the sort of fudge and cant for which we accused Mr. Lee. It slanders about "the immense debt of gratitude" we owe to the enterprise, as if we hadn't paid up honourably for our milk and sausage and capons.

"Never in our thoughts," it says, should we suspect it of indifference to our interests. Wow! A man who is as grateful and respectful as all that, and who yet makes such a hullabaloo about three cents more on a pint of milk, is a strangely inconsistent fellow. He is nearly as bad as the Methodist who bawls: "Were the whole realm of nature mine"

It were a present far too small
Love so amazing, so divine,
Demands my life, my soul, my all

and then puts a specially selected threepenny bit in the offertory. If "all who dwell here" owe to these milk purveyors "an immense debt of gratitude," we suggest that the three cents more per pint may be regarded as a small instalment on account, and less fuss made about it.

THEATRE ROYAL

BANDMAN CO. SEASON.

"THE YELLOW TICKET."

The Bandman Comedy Company are to be congratulated upon the outstanding ability with which they presented "The Yellow Ticket" to an appreciative audience in the Theatre Royal last night. The "Yellow Ticket" is a powerful melodrama staged in the St. Petersburg of the Tsarist regime when the all-powerful secret police could strike terror to the hearts of the persecuted under the abominable system, rotten with tyranny and injustice, which permitted deportation to Siberia without trial.

The story of the "Yellow Ticket," the intense drama of which is relieved here and there by flashes of dry humour, centres around thrilling episodes in the life of a young Jewess, one of the despised and persecuted race in Tsarist Russia, whose desperate efforts to preserve her honour place her in the meretricious clutches of the unprincipled Chief of Police, from whose house she escapes only after stabbing him to death with a hat pin. The brutal methods of the secret police are revealed in the investigation which follows, and the excitement culminates in the rescue from exile of the young Jewess by a fearless British journalist who has been her friend and lover from the first.

Load applause at frequent intervals bespoke the admiration of the audience last night for the dramatic effect with which the players invested their respective parts. Miss Beryl Barraclough fulfilled the role of the tragic young Jewess with a passion and spirit worthy of the commendation which greeted her faithful portrayal of an exacting part. Mr. Clive Woods, acted with sincerity as the fearless journalist, while Mr. Philip Carlton, as the unscrupulous Chief of Police, and Mr. Carl Lawson, as his brutal assistant, were both impressive. The other parts were sustained with equal ability.

To-night the Company will play "Billeted," a delightful comedy which achieved considerable success in London.

ALICE MEMORIAL HOSPITAL.

SUBSCRIPTION LIST.

FURTHER DONATIONS ACKNOWLEDGED.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

Bankers' Guild	125.00
Pawn Brokers' Guild	200.00
Wong Yee Nung	100.00
Wong Yee Nung	100.00
Lo Cheuk Wan	100.00
Chau Cheuk Fan	25.00
Wong Yee Nung	25.00
Tong Yee Nung	25.00
Tam Pak Shui	25.00
Mrs. Adam Gibson	20.00
Mac	5.00
Low, Bligham & Matthews	50.00

LOCAL AND GENERAL.

The 4,000 barbers in Canton who recently organized a club are planning to organize a guild there shortly.

A plainly dressed woman created a sensation in a Canton bank by offering £400 in gold in exchange for Treasury notes.

There have been very few foreign visitors in Canton during the last few days, no doubt, on account of the present political situation.

Mr. W. J. Trowell, Surveyor-General of Ships, S.S., and Chief Inspector of Machinery, F.M.S. will be leaving for Home very shortly on Government service.

The s.s. "Taming" arrived in port on Wednesday from Manila, with a propeller damaged during the typhoon. She is now at the Talkoo Dock, undergoing repairs.

Some 3,600 copies of Hongkong newspapers were seized and forwarded to the Canton Military Administration by the Superintendent of Customs during the last few days.

Two men were arrested by the Canton military authorities on September 20, as soon as they landed from one of the Hongkong steamers. The accused were said to be rebels.

Medical men in Paris are alarmed at the menace of infection from rats, eight million of which, it is calculated, infest the capital. The Press is supporting their appeal, and urges the need for action by the authorities.

Yesterday the s.s. "Montrose" was towed into port from Manila by the s.s. "Nipic" after being damaged in collision with the s.s. "Yuen-sang" in Manila harbour during the recent typhoon. The "Montrose" is docked at Talkoo.

It is stated that H. M. Transport "Bremen" leaves England early in November with crews for H.M.S. "Carlisle" and "Tamar," and will return with all military details and naval ratings due for Home, from China and the Straits.

Yesterday the C.P.O.S. s.s. "Empress of Asia" took away a larger number of passengers than for three years past. Amongst those leaving were the Hon. Mr. P. H. Holyoak, Mr. N. J. Stabb, Mr. and Mrs. L. N. Lee, Mr. and Mrs. D. J. Lewis, Mr. and Mrs. G. A. Pentreath, Mr. and Mrs. Plummer and Mr. C. E. Richardson.

A successful whist drive was held in the Garrison Sergeants' Mess on Wednesday evening. The fortunate players were as follows:—Ladies—1, Mrs. Staple, (148); 2, Mrs. Taitam, (147); 3, Mrs. Beard, (142); Hidden No. Mrs. McCarthy (116). Gents—1, Sgt. Andrews, (151); 2, S.A. S. Eochell, (147); 3, Sgt. De (143); Hidden No. Sgt. Matthews, (113). The duties of M. C. were carried out by 1st. Cl. S. M. Stroad, R.A.S.C.

German merchants are beginning to do good business in Canton because many Chinese are in need of German goods, especially their dyes and steel articles, says the Canton Times. There are 15 German merchants and five German firms now in Canton. The offices of Messrs. Jensen & Co., Messrs. Carl Boedker & Co., Messrs. Reuter Brockelmann & Co., and A. Beurlinger are located over the Southern China Bank on the West Bank, while the office of Carlowitz & Co. is located at Salkwan. All the German firms here are engaged in the import and export business.

From Mr. C. W. Jeffries, acting Director of the Royal Observatory, Hongkong, we have received a copy of the Meteorological Records of the Colony from 1884 to 1918 compiled in handy form by him and published by Messrs. Noronha & Co., the Government printers. The booklet, which is on sale at Messrs. Kelly and Walsh and Messrs. Noronha & Co., contains much useful and accurate data relating to Barometric Pressure, Temperature, Vapour, Tension, Sunshine, Rainfall, Wind Velocity, etc.

What is possibly the largest blue sapphire ever found in Ceylon is reported to have been picked up by Mr. E. A. Delgado, Mr. A. Wijetilleka and Mr. A. C. Attigalla, at Ratnapura. These gentlemen are said to have found a stone of the weight of no less than 37 rupees. One of the leading Port Jewellers informed a Ceylon Observer representative that if the stone really did weigh 37 rupees it was undoubtedly the largest one found in Ceylon. The question of price would depend on the quality of the stone.

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

SPECIAL CABLE.

"ALTENBURG" ABANDONED.

SALVAGE OPERATIONS CEASE.

INQUEST ON GAS VICTIMS.

[China Mail Special.]

SINGAPORE, Sept. 23.

It is understood that operations have ceased on the "Altenburg" and that the ship is abandoned. An inquest is proceeding on the six victims of gas poisoning aboard.

NOT GUILTY.

COOPER ACQUITTED.

SINGAPORE MOTORING FATALITY.

[China Mail Special.]

SINGAPORE, Sept. 23.

A verdict of not guilty was returned at the Assizes in the case in which A. W. Cooper, a European municipal servant, was charged with causing death by a rash act. The accused was driving a car which collided with a tree. His companion Stapp was killed.

FATAL QUARREL.

KOWLOON MURDER CHARGE.

ACCUSED COMMITTED FOR TRIAL.

A Chinese was yesterday afternoon charged before Magistrate Dyer Ball with the murder of another Chinese at No. 7, Old Dock Terrace, Kowloon Docks, on September 8.

The defendant, who was not represented by counsel, pleaded "not guilty."

Mr. E. L. Agassiz, Assistant Crown Solicitor, prosecuted. In opening the case for the Crown he said that the deceased and the defendant lived together. They were coolies engaged in the demolition of certain houses at Kowloon. Hearing a quarrel, a witness went to the first floor of No. 7 Old Dock Terrace, and there found defendant engaged in an altercation with deceased in the latter's room. At that time defendant was holding a Chinese pillow and deceased had a biscuit tin in his hand. Failing to stop the quarrel, the witness went away. He returned with another man and saw defendant standing by the deceased's bed. He told deceased and defendant not to hit each other or words to that effect. Deceased stated that he had been already hit in the side by defendant and complained of pain. A doctor and deceased's son were sent for and in the interval defendant left the house. He was, however, followed by another coolie and arrested.

Dr. Murray, officer in charge of the Kowloon Public Mortuary, stated that deceased died of rupture of the spleen, which could have been caused by a blow.

After other evidence defendant was committed to the Sessions for trial.

DRINK AND GAMBLING.

A'CHEQUERED CAREER.

HONGKONG ENGINEER'S FRAUDS.

Drink and gambling were stated to be the causes of the downfall of John Gordon Grant, an ex-army officer, who pleaded guilty at Aberdeen to a remarkable series of eleven charges of fraud and theft. On his behalf it was urged that he had been for many years in the Colonies, and while there had sunstroke. He came home and joined the Army, and was demobilised in January this year with the rank of captain. The Colonel under whom he had served stated that he was an excellent officer, particularly in the Labour Company, because he had a good knowledge of Chinese. He had tried his best to get a situation, but failed, and because he could get nothing to do he took to drink and gambling, and got hard up for money.

Mr. Macdennan, prosecuting, explained that accused came of very respectable people in Morayshire. He served his apprenticeship as a civil engineer in Inverness, and went to South Africa, where he served in the war. From there he went to the Colonies, and finally landed in Hongkong, where he was employed as a civil engineer in a Government department. Since that time his career had been somewhat chequered. His relatives in Morayshire had not heard much of him. The value of the actual goods obtained in hotels, etc., without payment, amounted to 367.6s., and the articles got by theft amounted to £17.10s., while the sums involved in attempted frauds amounted to from £30 to £40. Accused was sentenced to eight months imprisonment.

Beginning August 15, "WALLA WALLA" BOATS will call on all Ships flying the call flag "ZED."

STRAITS CIVIL SERVICE.

FURTHER INCREASED PAY.

MARRIED MEN'S ALLOWANCE.

H. E. the Governor of Singapore, with the approval of the Secretary of the State for the Colonies, has been pleased to sanction, as a purely temporary measure, with effect from Jan. 1st, 1920, the payment of the following allowances to all European officers in appendices A. and B. on their salaries, as revised by the Public Service Salaries Commission, and to other European officers on agreement on their salaries therewith:

(a) An allowance of 20 per cent. to be drawn on substantive salaries as revised, up to £1,200 per month, with a maximum of £200 per month, on salaries above £1,200 per month, an allowance of 10 per cent. (c) A further additional allowance to married officers of 20 per cent. on substantive salaries, with a maximum of \$160 per month.

Therefore an officer whose substantive salary per month is:

(1) \$400 receives as temporary allowance 20 per cent. of \$400, i.e. \$80 (total \$480). If married, receives further 20 per cent. of \$400 (total \$560).

(2) \$600, receives as temporary allowance 20 per cent. of \$600, i.e. \$120 (total \$720). If married, receives further 20 per cent. of \$600 (total \$840).

(3) \$800, receives maximum temporary allowance of \$120 (total \$920). If married, receives in addition 20 per cent. of \$800 (total \$1,080).

(4) \$1,000 receives maximum temporary allowance of \$120 (total \$1,120). If married, receives in addition 20 per cent. of \$1,000 (total \$1,280).

(5) \$1,300 receives 10 per cent. of \$1,300, i.e. \$130 (total \$1,430). If married, receives maximum married allowance of \$160 (total \$1,590).

The allowance to married officers will be paid only to those who, being contributors to the Widows' and Orphans' Pensions Fund, have complied with Section 15 of the Widows' and Orphans' Pensions Fund Ordinance of 1904, and to such other officers, not being contributors to the Widows' and Orphans' Pensions Fund, as satisfy their heads of departments by affidavit or otherwise that they are married.

This allowance is only payable provided that (a) the wife is alive and being supported by the officer or (b) the wife is dead and there are surviving one or more children being supported by the officer. These allowances will be based on substantive salaries only and will not be granted in respect of acting pay or allowances. They will be payable on salary drawn during leave.

CORRESPONDENCE.

V.R.C. SPORTS.

[To the Editor of the "China Mail."]

Dear Sir—I shall be pleased if you will be good enough to make it known that my Committee have much pleasure in accepting the generous offer of "A Sport"—and will include in the Programme of Our Annual Aquatic Sports a Two Lengths Scratch Race for Boys under 12, a Two Lengths Scratch Race for Girls under 12.—I shall also be obliged if the gentleman will communicate with.

Yours faithfully,

R. C. WITCHELL.

Hon. Sec.

[The gentleman prefers to remain anonymous, and to donate through the China Mail.]

Hongkong, September 24, 1920.

ARRIVAL OF PASSENGERS PER S.S. "THEIRASIA."

[To the Editor of the "China Mail."]

SIR.—With reference to your issue dated the 23rd inst.:

"Mrs. A. T. Wynyard-Wright" should read Captain A. T. Wynyard-Wright. Would you kindly insert a correction as this error is causing me unnecessary congratulations.—I am,

Yours faithfully,

A. T. WYNYARD-WRIGHT.

Hongkong, September 24, 1920.

INTERPORT TENNIS.

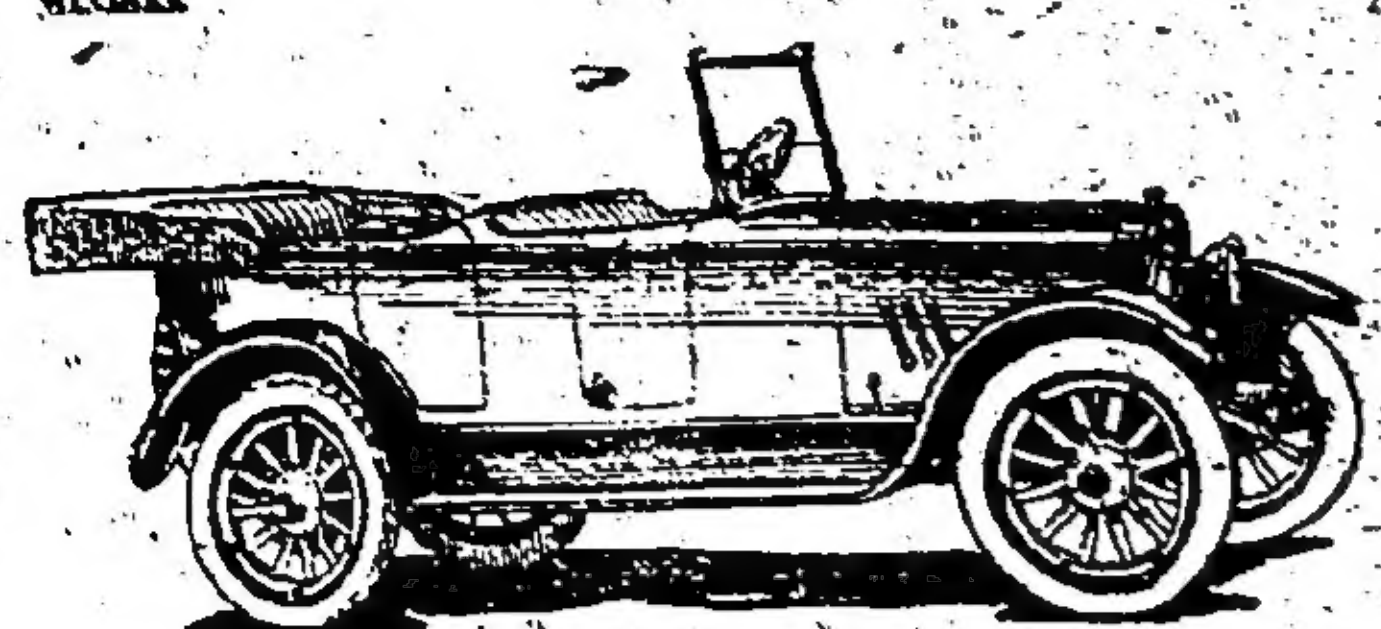
CHALLENGE ACCEPTED.

SHANGHAI TO MEET HONGKONG.

The Shanghai Lawn Tennis Association has accepted Hongkong's challenge for an interport competition at the same time as the cricket interport here in November.

A meeting of the committee appointed to form the Hongkong Lawn Tennis Association is being held at 5.30 p.m. on Monday, 27th inst., at H.E.C.C. pavilion, to consider the letter. At the same time the rules of the "new" Hongkong Association will be drawn up.

MERCURY MOTOR CAR CO.
59-61 Des Voeux Road Central.
HONGKONG.



CHINA ADDRESS: "MERCURY" HONGKONG.
CABLES USED: A.R.C. 5TH EDITION
WESTERN UNION
RENTALS: P. B. TONG
MOTORERS

TELEPHONE: 2341
GENERAL OFFICE: 2341
MAIN BRANCH: 2341
SHOW ROOM: 2341
ROBINSON ROAD: 2341
WESTERN BRANCH: 2341
WESTERN BRANCH: 2341
WESTERN BRANCH: 2341

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

FRUITS OF DEMOCRACY.

ALL ATTAINED BY CONSTITUTIONAL MEANS.

PREMIER'S DECLARATION.

LONDON, September 22.

In a letter to the Coalition candidate for the Ilford by-election, Mr. Lloyd George enumerates the substantial benefits British Democracy has won in the past 20 years by constitutional means in a land than which there is no freer under the sun. He declares that the solid attainment of a generation would be lost in one night if the Labour extremists got their way. He refers to the conditions in Russia where Sovietism has reduced the people to a state forcibly reminding of the Dark Ages. Whatever freedom the workers there enjoyed under the old despotism had been completely taken away by the new tyranny.

SOVIET IN EARNEST?

POLISH PEACE NEGOTIATIONS BEGUN.

LONDON, September 22.

A telegram from Riga dated September 21 shows that the Polish and Russian peace conference has begun sitting. The delegations powers having been duly verified. Polish circles are disposed to believe that the Soviet is now in earnest as regards peace.

BIG POLISH OFFENSIVE.

LONDON, September 22.

While the Bolsheviks report a big Polish offensive in the region of Grodno, the Poles claim to have captured Rovno. A Bolshevik cavalry regiment surrounded. The Poles took a thousand prisoners north of Prypec.

EMPIRE RESOURCES

NECESSITY FOR NETWORK OF WIRELESS STATIONS.

AN ALL-RED AIR ROUTE.

TORONTO, September 22.

The Congress of Chambers of Commerce of the British Empire passed a resolution urging the overseas representation on the Imperial Shipping Committee taking all practicable measures to develop the resources of the Empire, especially cotton growing, and also urging the necessity of a network of high-power wireless stations throughout the Empire, favouring preference and the establishment of an imperial air fleet and an all-red aircraft route round the empire.

HIGH INDIAN APPOINTMENTS.

NEW UNDER SECRETARY OF STATE FOR INDIA.

LONDON, September 22.

Lord Lytton has been appointed Under Secretary of State for India in succession to Lord Sinha, who was recently appointed Governor of Bihar and Orissa.

[Lord Sinha, of Rajpur, who was appointed to the exalted position of Governorship of Bihar and Orissa, is the first Indian who has been given so high a post. Lord Sinha was also the first Indian who was taken as Law-member in the Viceroy's cabinet, the first to become the Administrator-General of Bengal, the first to become an Under-Secretary of State for India and afterwards the first to receive a peerage.]

DEAD PIGS NEXT!

SINS OF THE UNLICENSED HAWKER.

MAGISTRATE PREFERS LIVE CHICKENS.

A Chinese was this morning charged before Magistrate Orme, at the instance of Sergeant Shafton, of No. 2 Police Station, with unlawfully selling chickens in St. Francis Street, Wanchai, without a permit, and with assaulting a constable who attempted to arrest him.

With regard to the first charge, the defendant said that he did not sell the chickens. He was delivering them to a woman at Tai Lungchue as a present from his sister. On the way he met a friend and stopped to chat with him. The constable saw them and thought he was selling the chickens to his friend.

Asked about the other charge, the defendant said that was not true. "How could I dare assault a constable?" he asked.

The constable said that he was off duty yesterday and was taking a stroll in St. Francis Street when he heard the defendant call out "mai kai" (chickens for sale) twice. He then saw a woman approach the defendant and enquire the price, and heard the defendant ask for 45 cents a catty. Witness accosted the defendant, and seeing his basket said: "You have

no right to sell chickens here." He was about to arrest the defendant, when several men fell on him, and assaulted him. The defendant took part in the assault. Witness blew his whistle and C.C. 328 came to his assistance. The crowd then dispersed, and witness and C.C. 328 took the defendant to the station. A crowd followed them all the way to the station using insulting language. They even went to the extent of creating a disturbance outside the station, and had to be dispersed. The defendant encouraged the crowd to follow them, assuring them that there would be no consequences if they remained outside the station.

After hearing the evidence of the other constable the Magistrate said he had a doubt about the assault, but he would convict the defendant on the other charge.

Inspector Willis said that the case was a serious one as the defendant did not pay for a licence, and sold chickens almost outside the doors of others who did.

Sergeant Shafton said that persons who paid for licences rightly objected to people like the defendant taking their trade away.

The Magistrate: But it is a convenience to buy chickens right at your door.

The Sergeant: Undoubtedly, but the defendant must have a licence. If we allow these people to sell chickens now they will be hawking dead pigs next!

The Magistrate: I don't mind buying a live chicken, but certainly not a dead pig. (Laughter).

A fine of \$10 was imposed.

MEMORIAL SERVICE.

LATE MR. HUTCHISON.

IMPRESSIVE CEREMONY.

At St. John's Cathedral yesterday evening, a memorial service was held for the late Mr. R. O. Hutchison, who met his death in tragic circumstances at Deep Bay two Sundays ago. Many friends of the deceased were present.

The service was conducted by the Rev. V. H. Copley, Moly, the Cathedral Chaplain, and the choir was present. Two hymns were sung, the first being "Peace, Perfect Peace" and the other, "On the Resurrection morning, soul and body meet again; no more sorrow, no more weeping; no more pain." At the conclusion of the service Mr. Denman Fuller, the Cathedral Organist, impressively played the Largo of the "Dead March" the congregation standing.

Mrs. R. O. Hutchison (widow) attended the service, and among others present were H. E. the Governor and Lady Sinha (attended by Lieut. McConnell, A.D.C.) the Acting Colonial Secretary (Hon. Mr. A. G. M. Fletcher, C.B.E.), the Acting Chief Justice (Mr. H. H. J. Gompertz) J. R. Wood, Hon. Mr. D. W. Trautman, Hon. Mr. J. H. Kemp, C.B.E., Hon. Mr. E. R. Hallifax, O.B.E., Hon. Mr. A. R. Lowe, Hon. Mr. Lau Chupak, Hon. Mr. Ho Fook, Mr. F. Maitland, Archdeacon Barnett, Mr. G. C. Moxon, Mr. P. P. J. Wodehouse, C.I.E., Major C. C. Wilson, O.B.E., Mr. and Mrs. G. R. Sayer, Mr. F. C. Jenkin, C.B.E., Mr. and Mrs. R. Hancock, Mr. G. N. Orme, Mr. A. Dyer, Mr. C. J. Lafrance, Mr. C. Blaker, Mr. A. E. Wood, Mr. H. T. Jackson, Mr. E. Davidson, Mr. H. T. H. King, A.S.P., Mr. A. Burlingham, A.S.P., Mr. L. E. S. Hodge, Mr. J. Hooper, Mr. W. A. Dowley, Mr. H. E. Goldsmith, Mr. F. C. Hall, Mr. H. L. Denny, Mr. and Mrs. S. B. B. McElderry, Mr. C. H. Lyson, Mr. A. E. Hall, Mr. M. K. Lo, Mr. R. H. Kote, Mr. D. H. Blake, Mr. J. D. Lloyd, Mr. P. Jackson, Mr. E. W. Hamilton, Mr. C. E. Mason, Mr. A. H. Crew, Mr. A. J. W. Rosser, Mr. B. A. Hale, Chief Inspector Kerr, Inspectors Kent, Grant and Purdon, Court Interpreters, and the Clerical Staff of the Magistracy, and many others.

The service was a most impressive one, and the custom officials for a ruling so as to compel the aggressor to reimburse the board for the expenses incurred in the medical treatment of the wounded man.

The customs officials are puzzled. A search of customs regulations and law has failed to give them any authority to decide the case one way or another. For this reason the insular customs collector has referred the matter to the Washington authorities, the party which asks for reimbursement being the shipping board.

A NOVEL CASE.

CUSTOMS OFFICIAL FURNISHED.

QUESTION OF LIABILITY.

A novel case in which it remains to be solved whether a member of the crew of a vessel who inflicts injuries upon another member is liable for the medical expenses of the injured party has been presented to the customs officials by two of the crew of the shipping board ship "Eastern Mariner."

It appears that while the "Mariner" was at anchor in Cebu on August 22, last, Jesus Fernandez was wounded by Manuel Molina, both of whom are members of her crew. Molina used a knife in attacking Fernandez. The case was brought to the court of first instance of Cebu, but was dismissed.

After the dismissal of the case, the representatives of the shipping board asked the customs officials for a ruling so as to compel the aggressor to reimburse the board for the expenses incurred in the medical treatment of the wounded man.

The customs officials are puzzled. A search of customs regulations and law has failed to give them any authority to decide the case one way or another. For this reason the insular customs collector has referred the matter to the Washington authorities, the party which asks for reimbursement being the shipping board.

HONGKONG VOLUNTEER DEFENCE CORPS.

Administrative Orders by Lieut. Col. L. G. Bird, D.S.O. Administrative Commandant.

Friday, Sept. 24, 1930.

Orders for Artillery Company by Lieut. J. S. McCann.

PARADES & LECTURE.

There will be a parade and lecture on "Gunnery" for the Artillery Company at Volunteer Headquarters on Tuesday, 28th September, at 6 p.m.

DRESS.

Drill Order.

Orders for Cadet Company by Lieut. A. J. M. Weyman.

PARADES.

A general parade of all Cadets and Recruits will be held at Headquarters on Tuesday, 28th September, at 5.30 p.m.

DRESS.

Drill order.

CLASS OF INSTRUCTION. A class of instruction for N.C.O.s will be held at Headquarters on Thursdays starting on Thursday 30th September, at 5.30 p.m.

STRENGTH.

Cadet H. S. Warten having left the Colony, is struck off the Strength of the Company.

(sd.) G. F. E. Rapson, Bt-Major, Adjutant, Hongkong Volunteer Defence Corps.

Hongkong, September 24, 1930.

CANTON PRESS CENSORS.

WHAT NEXT?

NEWSPAPER IN DESPAIR.

The press censors, backed by the Tuchun, will now have to look over the *Canton Times*, from a wanted advertisement to the leading article, before it may go to press, declares that journal in despair. The request of the editor to have the censors call at his office instead of his submitting the copies to them at the Press Association has been refused, in spite of the fact that it will be easier for them to come from their homes to the office of the *Times* than to go to the Press Association. God only knows what will be the next thing to happen. The *Canton Times* will never be able to get all their copies ready and publish them within the three hours allowed.

In another column under the headings of "For Information of Officials" and "Casting Pearls before Swine" our contemporary quotes Justice Fawcett of Brooklyn, N.Y., as follows:—

"The press is the lever that moves the world as no other earthly power could move it. It should not be hampered while in the lawful pursuit of gathering news, or interfered with while honestly disseminating really important information for its readers."

OBITUARY.

MR. AU TACK J. P.

DEATH IN SHANGHAI.

Many of his friends in Hongkong will deeply regret to learn of the death of Mr. Au Tack, an old merchant of this Colony. He had not been well for some time and went to Shanghai two months ago for a change, where he died in the Au Chak Man Sanatorium, of which we understand, he was the founder.

In the last fifty years Mr. Au had built up the well known business known as A. Tack and Co., but on account of indifferent health he retired from business a few years ago. He was a man of public spirit and supported many of the local charitable institutions. He was one of the first donors of \$10,000 to the Hongkong University and was also one of the promoters of the gigantic scheme of the Kowloon Bay Reclamation. His genial disposition had won him many friends in this Colony and his widow and family have the sincere sympathy of all in their bereavement. We understand his remains will be conveyed to the Colony for burial in about 10 days time.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED—A YOUNG GENTLEMAN wishing to learn SPANISH. Desires to get in touch with one who is willing to teach after Office hours. Reply stating term to XX care of "China Mail."

NOTICE.

ALL those desirous of PLAYING FOOTBALL for the R.E.F.C. Club, during the coming season, please send in their names to M. L. RALTON, c/o Messrs. JAMES, MAXWELL & Co., Ltd. Hongkong, September 24, 1930.

KOWLOON RESIDENTS' ASSOCIATION.

EXTRAORDINARY GENERAL MEETING.

at the KOWLOON BRITISH SCHOOL (By kind permission of H.E. THE GOVERNOR, Sir R. E. SUTHER, K.C.M.G.), On MONDAY, October 4th, at 5.45 p.m.

Kowloon Residents specially invited.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

TUESDAY,

September 24, 1930, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street—One 1/4 plate Reflex Camera, Zeiss Ikon, for plates or films, Two sextants by Coles London, & Dobbing Glasgow, respectively. One Microscope by Beck London, with specimen slides, etc. One 12 bore Hammerless gun with case. Terms—Cash.

HUGHES & HOUGH, Auctioneers.

G. R.

THE Undersigned have received instructions from THE CHINESE ESTATE PROPERTY to sell by Public Auction,

THURSDAY,

September 30, 1930, at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street. MISCELLANEOUS GOODS, including—

A few lots of Curio, Household Effects, Sundry Glass and Crockery Ware, Photographic Goods, a few Silver Articles, etc., etc., etc. On view day of sale. Terms—Cash.

HUGHES & HOUGH, Auctioneers to the Government.

Hongkong, September 24, 1930.

Four New Launches are under construction for the "WALLA WALLA" Fleet.

TO-MORROW AT THE CINEMAS

at 2.30 p.m.

LEONARD STEPHENS

IN

"LUMPY WINS THE CALCUTTA SWEEP."

ROARING LIONS & WEDDING BELLS, etc.

at 5.15 & 9.15 p.m.

MYSTERY-LOVE-THRILLS

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Price per case

6 doz. Pints

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THE PREMIER BEER

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FOR BRINDISI, VENICE, TRIESTE, ETC.,

TAKING CARGO ON THROUGH BILLS OF LADING

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Passengers Luggage can be insured at the office of the Agents.

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Steamship Services Trans-Pacific.

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ATLAS MARUTuesday, 28th Sept.

ARGUN MARUSaturday, 16th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

CANADA MARUTuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Spore.

BURMA MARUMonday, 4th October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARUSaturday, 2nd Oct.

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VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

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Free and Cuban Ports.

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JAPAN PORTS—(Call Shanghai omit Yokohama).

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KALO MARUSunday, 26th September.

TAKAO via SWATOW and AMOY.

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For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

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CHINA-AUSTRALIA MAIL S. S. LINE.

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SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Steamers: Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Yokohama.

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(Calling at Shanghai and Kobe).

"ICONIUM"About Oct. 6th.

For NEW YORK.

"ELDEN"About Oct. 15th.

"CITY OF JOLIET"About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

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SERVICE TO UNITED STATES
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Via Panama

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BARBER STEAMSHIP LINES, INC.

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THE BARBER STEAMSHIP LINES, INC.
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Freight Service to Europe.

SERVICE to LONDON, ANTWERP
& ROTTERDAM.

S.S. "WEST HARGRAVE" about 7th Nov. 1920.

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Express of JapanOct. 28 Nov. 15

Express of AsiaNov. 5 Nov. 30

Express of RussiaNov. 12 Dec. 6

Express of JapanDec. 19 Jan. 3

Express of AsiaJan. 13 Jan. 31

Express of RussiaJan. 20 Feb. 9

Express of JapanFeb. 27 Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from Hongkong. Traffic conditions on the Atlantic are at present such as to require the use of the Pacific route, whether or not crossing to Liverpool, London and Glasgow. Frequent sailing, Australia will reveal such reservations.

For Freight and other information please apply to HONGKONG OFFICE.

Telephone No. 26. Cable Address: "CANAPAC"

Canadian Pacific Ocean Services

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,500 tons)

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REGULAR SERVICE OF Fast, High Class Coast Steamers living good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

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Arrivals and Departures from the Company's Wharf (near Black Pier).

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AMERICAN & ORIENTAL LINE.

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ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to KEIRA, OBLASO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

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JAPAN, CHINA AND STRAITS

TO

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FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

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SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Steamers: Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Yokohama.

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BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26.

Or to KEIR & Co., Canton.

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Neckwear

that Fashion favours.

We are now showing a big assortment of Ties in the very latest patterns and plain colours. Rich fancy silks, plain Crepe-de-chine or Barathia silks and Irish Poplins for Bows or Knots. There is such a quantity of New Ties, that the selection of correct neckwear is merely a matter of satisfying your personal desire.

MACKINTOSH

Men's Wear Specialists.
16, Des Vaux Road. Telephone 29.

EMPRESS OF CANADA.

(Continued from Page 3.)

DESCRIPTION OF THE VESSEL.

The principal dimensions of the "Empress of Canada" are as follows:

Length over all 653 ft. 0 in.
Breadth 77 ft. 9 in.
Depth to bridge deck 53 ft. 6 in.
Gross tonnage about 22,000 tons.
Sea speed 18 knots.

Spacious and well-fitted accommodation has been provided for about 500 first-class, 100 second-class, 240 third-class, and 930 Asiatic steerage passengers, also for about 550 of a crew.

The first-class accommodation is arranged on "B" deck in large state-rooms for one, two, and three persons, also on "C" deck in rooms for two, three, and four persons. In addition there are a number of private suites comprising sitting room, bedroom, and bathroom, also special rooms with bathrooms and rooms with private toilets. The first-class dining saloon is situated on "D" deck amidships, and will accommodate 307 persons at one sitting, the tables being arranged for small parties of two, four, or six people. It is approached from the reception room, and the general scheme is Georgian in character. The reception room, situated forward of this dining saloon on "D" deck, has been designed to give a large open space suitable for dancing, the floor having an area of over 300 superficial feet laid with oak parquet. A handsome main stairway with passenger elevator embodied is arranged at the fore end of this room. On "A" deck the main stairway opens into the long gallery, which has been made a feature of this ship, as it gives access to all the principal first-class public rooms. This gallery is about 110 feet long and 13 feet wide, and the sides will be panelled in polished Honduras mahogany and hung with choice prints. It will be amply lighted by large windows on one side. At the forward end of this long gallery is the first-class lounge. This room will be utilised for concerts and also for cinema exhibitions, a cinema operating room having been arranged for at the forward end. At the after end of the long gallery is situated the first-class smoke room, which is panelled in oak. Opening also off the long gallery there are the first-class card room, drawing room, writing room, and children's room, all suitably decorated. At the after end of "A" deck, and opening out of the first-class smoke room is the verandah cafe, which is in oak half timbered design. A large swimming bath, about 30 feet long, 18 feet wide, and with a maximum depth of 8 ft., has been arranged on "D" deck forward of the reception room. On one side there are arranged dressing boxes, and the swimming bath space has a marble dado with tile filling above, subdivided by marble pilasters. A large gymnasium, fitted with the most modern gymnastic appliances, is arranged next to, and communicating with, the swimming bath. The decoration and furnishing of all these public rooms has been arranged with great care, and embody all the latest details for the comfort and convenience of the passengers. Electric fires are fitted in most of these rooms. The whole of the decorative work has been specially designed for this vessel by Messrs. George Cawley and Partners, of London and Glasgow. Extensive promenade space is provided on the boat deck and "A" deck.

SECOND AND THIRD CLASS ACCOMMODATION.
The second class accommodation is arranged on "C" deck aft in state-rooms for two and four persons. The dining saloon for second class is on "D" deck, accommodating 100 persons, and a large lounge has been provided on "B" deck aft. Ample promenade space is arranged for. The third class is accommodated on "D" deck and "E" deck in rooms of two, four and six. They have a dining saloon on "D" deck aft, accommodating 100 persons. Promenade space, third class is also provided. The Asiatic steerage are arranged in open berths in large compartments on "C" "D" and "E" decks. In addition to the foregoing

the vessel is fully equipped with a laundry, dispensary, hospital, information bureau, barber's shop, &c., and she carries a manicurist and stenographer. The kitchens, pantries, bakery, &c., for the first, second and third class are situated amidships on "D" deck between the dining saloons, thus ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens are provided in a separate part of the ship for the Asiatic steerage and crew. The vessel is ventilated and heated by the "Thermotank" system and by means of steam and electric radiators. All the supply and exhaust fans are capable of changing the air in the compartments to which they are connected a sufficient number of times per hour to ensure a continuous supply of pure air. The thermotanks and fans are also fitted with an approved disinfecting apparatus. The "cween" decks are subdivided by special fireproof bulkheads to prevent the spread of fire, and chemical fire extinguishers are fitted throughout the ship. The accommodation, in addition to the usual hydrants and hoses. A complete system of automatic fire alarms is fitted throughout the ship. Lifeboats more than sufficient to accommodate all passengers and crew have been provided. The watertight bulkhead doors are operated by the Brunton Bros. hydraulic system which has proved so successful in other of the company's ships, and are all controlled from the navigating bridge. A telephone system with central exchange has been arranged for. A complete system of wireless telegraphy, submarine signalling and electric clocks has been fitted, also a Gyro compass. Throughout the vessel special attention is everywhere given to the fact that the "Empress of Canada" is to serve in a semi-tropical climate; public rooms and private apartments are, therefore, large and airy, and the ventilation ample and sufficiently arranged. The ship will be propelled by two sets of Brown-Curtis turbines, driving twin-screws through double reduction gearing. The propelling machinery is the largest installation of double reduction gearing which has so far been constructed. The boiler installation comprises eight double-ended and four single-ended cylindrical return-tube boilers, arranged in two separate boiler compartments, and designed to burn oil fuel in combination with the Howden system of forced draught. There is a complete duplicate system, in each boiler room, of oil fuel pumps, heaters and fittings for supplying oil to the furnaces, and provision has been made for readily converting the boilers so that they may burn coal at a later date if required. The fire extinguishing apparatus is of a most up-to-date pattern.

The design of this vessel was prepared by Mr. Hugh Macdonald, naval architect to the Canadian Pacific Ocean Services, Ltd., and she has been built under the supervision of the owners' consulting naval architects, Messrs. J. H. Biles and Co., of London and Glasgow.

ROUND THE WORLD TOUR.
After completion of the "Empress of Canada" will make a world tour on her way to Vancouver, passengers travelling by Canadian Pacific round the globe. The ship is scheduled to leave Liverpool in March, 1921, and will proceed via Gibraltar, Monaco, Naples, Suez, through the Red Sea to Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, Shanghai, Kobe, Yokohama. At each port time will be given for visits to important places of interest within easy distance, and arrangements will be made to enable travellers to spend their time to the best advantage.

CHAMBERLAIN'S COUGH REMEDY.
THIS remedy has no superior as a cure for colds, croup and whooping cough. It has been a favorite with mothers of young children for almost forty years. Chamberlain's Cough Remedy can always be depended upon and is pleasant to take. It not only cures colds and grip but prevents their coming in pneumonia. Chamberlain's Cough Remedy contains no opiates, and is safe for children and adults. For sale by all Chemists and Druggists.

LONDON GHOSTS.

AMERICAN PRESIDENT QUESTS FOR SPECTERS.

Editor O'Donnell writes in the Chronicle: "After dinner the other evening at the Ritz the American from Wall Street, suddenly turning to the lady with whom he had just been discussing 'dry' campaigns and yachting races, addressed himself to me. 'Say Mr. O'Donnell,' he remarked, 'I came upon a statement of yours in some book or magazine in New York to the effect that England—particularly London—was overrun with ghosts. Now, I have seen pretty well everything that is to be seen in this city during the ten days I've been here, with the exception of a ghost, and as I'm leaving for Paris early to-morrow morning I don't have time to look for one this trip. Will you tell me where some of them are to be found, so that I can look for them next time I come over?'

THE PHANTOM GALLOPERS.
The request was a novel one. 'Well,' I said, 'to begin with, there are the Westminster Abbey ghosts. Some sensation was caused a few years ago by a policeman on night duty outside the Abbey declaring that he had seen a funeral procession—coffin, bearers, and mourners—rise as it were from the open ground, pass by him with solemn tread, and vanish through the closed doors of the main entrance. Apparently he did not realise that he saw was merely a phantom cavalcade until the last of the figures had vanished from sight. He was then overcome with terror, and it was only by the exercise of great self-control that he refrained from running away.'

'Is that all?' commented the American.
'No,' Westminster has other ghosts, too. There is an old house that I could take you to where the ghost takes the form of a young man in the dress of Charles II's reign—rich embroidered doublet, full, loose breeches of a yellow leather, ornamented with bunches of ribbons, light russet boots, and dark blue cloak. He emerges from the oak panelled walls of a room on the second story, and, gliding up to the bed, takes off his broad sable feathered hat and discloses a ghastly wound in the centre of his forehead, after which he returns to the wainscoting, and after remaining for a few seconds as if absorbed in prayer, slowly sinks through the floor and vanishes. He has been seen on a number of occasions, and is believed to be the ghost of a young man who was once murdered there.'

'And you really believe that all this happens?' asked the American.
'I do,' I replied, 'for there is plenty of corroborative evidence, and it is extremely unlikely that all the people who testify to having seen the ghost are liars or the victims of an hallucination.'

THE RIVER-BOAT GHOST.
'Then there is the river-boat ghost. Some years ago a young man was taking a trip from Greenwich to Westminster on a penny steamboat. Among the passengers was a very pale young lady, dressed in black, who sat alone and appeared to be deep in thought. She greatly interested the young man, and he was still gazing at her when the boat approached Westminster Bridge, and without any warning she suddenly sprang up and threw herself in the river.'

'He instantly jumped in after her, but not a trace of her was to be seen; and he was nearly sinking when help arrived. He was afterwards told that, several years before, a lady, corresponding in every detail to the lady he had tried to save, had committed suicide from the boat, and that always on the anniversary of her death her ghost was seen by someone on board re-enacting the tragedy.'

'I'd like to see her jump in,' the American remarked, 'though may I wouldn't go in after her, as I can't swim. But tell me about some other ghosts that aren't at Westminster.'

'Well,' I replied, 'there are the Tower of London ghosts. They include, 'something' that frightened Mr. Lennox Swift and his wife so much while they were at supper in the sitting room of the old Jewel House, and the big bear that killed with terror the sentry who saw it.'

CRUSOE'S ISLAND.

RELIC OF SEABEES.

IDENT VISITOR'S DESCRIPTION.
Although Delec himself described Crusoe's Island as being off the mouth of the "Proconnesus," and thousands of miles from Jean Fernandez, yet it seems to be taken for granted that the actual original of Crusoe was Alexander Selkirk, who passed four lonely years on this lonely spot of land in the Pacific. Juan Fernandez, which the Chilean Government now propose to turn into a kind of health resort, is 420 miles west of Valparaiso, and though rocky is by no means barren. It is 13 miles long and 4 broad, and its peaks rise up to 3,000 ft. in height. The vegetation is wonderful. The native growth is mostly tree ferns, but the guinea, pear, peach, and other early settlers planted, have run wild and cover the valleys. There is plenty of life, too, for not only goats but also pigs and ponies run wild. The sea swarms with fish, especially a species of cod, which is an excellent food-fish. There are also quantities of seals.

Some fifty years ago the Chilean authorities formed a plan for colonising the island, and gave free passage to a number of emigrants. But the scheme was a failure, and to-day the island has only about fifty inhabitants, most of them of German origin. Earlier still the island was used by Chilli as a penal settlement, but ships were scarce, and more than once the convicts and warders too were left without supplies.

Selkirk himself was one of a crew of buccaners. He quarrelled with his skipper and was marooned at his own request. That was in 1704. He remained on the island for four years and four months, when he was rescued by Captain Rogers, who described him as a man dressed in goat-skin, and wilder in appearance than the goats themselves.

Selkirk really did have a man "Friday," an Indian whom he found in the woods and rescued from death. But the poor fellow was drowned while fishing.

The cave or grotto which Selkirk used as a house is still to be seen. Around the walls are the shelves and a cupboard which he made. The visitor is also shown a look-out point, a lofty spur of rock which the castaway is said to have climbed every day in the hope of attracting the attention of a passing ship.

Some years ago a Chilean surveying party discovered on this point the remains of an old flagstaff deeply embedded in the earth, probably the very one which Selkirk put up.

In 1883 one of our own warships visited the island and erected a tablet to Selkirk's memory.

NOT FORGOTTEN.

FINE WAR PRIZE.

COURAGEOUS CAPTAIN HONORED.

The memory of one of the finest feats of a Merchant Service officer during the Great War is recalled by the action of the Lords Commissioners of the Admiralty, who have awarded the late Captain D. E. Kinnier, D.S.C., a silver salver, and which has been sent to his widow. Captain Kinnier performed one of the most notable feats in the Mercantile Marine during the war, when, to escape capture by the German cruiser "Dresden," he took the great risk of running his ship, the "Ortega," belonging to the P.S.N. Co., into the Nelson Channel, on the Patagonian coast. Although this channel was uncharted and unsurveyed, Captain Kinnier, by considerable skill, succeeded in safely navigating his vessel through it and taking her eventually into the Straits of Magellan, and thereby escaping capture by the enemy. He thus saved his ship, passengers, crew, and mails. For this great feat Captain Kinnier was decorated with the D.S.C., he being one of the first to receive this distinction. It was a feat of great distinction, and he is to be congratulated on it. Captain Kinnier was a typical British sailor, which nothing could detract, quick in resource and action, a dominant feature of those of his cloth, and a characteristic which so largely contributed to the winning of the war. By his death the P.S.N. Co. lost a fine commander and the Mercantile Marine a valued and esteemed member.

rocking herself to and fro as if in great pain. She never utters a sound, and always vanishes the instant she is approached.

'That is the usual way with ghosts in our country,' the American commented. 'I thought it might be different over here. Don't any of them act reasonably?'

'Yes,' I replied, 'occasionally. There is a ghost in the Green Park for instance. But here the American interrupted.

KINEMA POSTERS.

GOVERNMENT PROPERTY SAVED.

THEATRE MANAGERS' NOMINAL SUM.
Before Magistrate Orme this morning, the Assistant Magistrate the Honorable Mr. Justice, was charged at the instance of Sergeant Clark, with unlawfully posting posters on Government property adjoining the Peak Tramway Station in Garden Road.

Mr. H. W. Ray, manager of the Coronet Theatre, was charged with a similar offence.

Mr. Ray asked the Magistrate to take both cases together, as the defence was the same, and he would be able to put the situation before the Magistrate better.

Mr. Ray said that about two and a half years ago, when he was manager of the Victoria Theatre, he made arrangements with Mr. Bayes of the Peak Tramway Co. to put up posters on a wall opposite the Station in Garden Road, and up to the time of the closing of the theatre in question, posters had regularly been posted there. The Police had several times complained to him about posting posters on Government property, but no special mention was ever made of that particular spot, and consequently he understood that there was no objection to that spot being used. When witnesses opened the Coronet, he again interviewed Mr. Bayes and received permission from him to put Coronet posters there, in consideration for which privilege, he allowed Mr. Bayes into his theatre free of charge. The position, said the witness, about the tramway station, and was the only suitable spot he could get on Garden Road.

Sergeant Clark said that Mr. Bayes had no right to give Mr. Ray permission to post posters on government property.

Mr. Ray: The matter is very important to us, your Worship, as it is the only spot where we could put up our posters in that road.

When he was in London, continued Mr. Ray, the tubes collected rates from cinema houses for posters posted up near the stations, but there was no objection to their being there.

Sergeant Clark stated that he was ordered by the C.S.P. to issue the summonses against the defendants. The posters were not in a position of any prominence where they were now posted, inasmuch as they could not be seen from the tram. Consequently, they could easily be shifted elsewhere.

Mr. Ray again repeated that that spot was the only point of vantage they could get on Garden Road, and that posters have been put up there for years without any objection until now.

The Magistrate said that as the C.S.P. had now taken action to have them removed, he had no other alternative but to record a conviction against both theatres and impose the nominal fine of \$1 each.

He advised Mr. Ray to interview the C.S.P. with regard to permission to continuing to use the spot in question.

BATHING SHED THEFT.

KENNEDY TOWN INCIDENT.

SIX WEEKS FOR CAMERA THIEF.

Before Magistrate Orme this morning a Chinese youth pleaded "guilty" to a charge of the theft from the Kennedy Town bathing shed of a Kodak camera, the property of a gunner of the R.G.A.

Inspector Willis said that on the 19th, the complainant and a friend went to bathe at the Kennedy Town beach. They shared a shed with the defendant. When they returned, they found the defendant gone with the complainant's camera, a white belt and some cigarettes. A report was made at No. 7 Station the same day. Yesterday the defendant was caught attempting to sell the camera for \$10.

The Magistrate passed sentence of six weeks' hard labour.

A NEW KINEMA?

The lack of a really up-to-date cinema has for long been felt to be one of the needs of the Colony, which was emphasised when the Victoria Theatre was pulled down. A company is now being formed to float a scheme to provide a first class cinema together with some valuable and exclusive rights which are at its option. A central site has been chosen on which is a building requiring practically only internal reconstruction to adapt it for entertainment purposes. If the plans of the Company finally approved, the new cinema should be in operation in about four months' time. But they have yet to get the site and building and if it is the case we shall be able to say more.

DAIRY FARM NEWS.

SAUSAGES

MADE DAILY

TO-DAY'S SPECIALITY

OXFORD SAUSAGE.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

ARMY OF CITY CATS.

FIGHTING 10,000,000 RATS.

WHAT IT COSTS LONDON.

POMPEII'S MARVELS.

NEW EXCAVATIONS.

FURTHER DISCOVERIES IN BURIED CITY.

The part of ancient Pompeii which has been quite lately opened up forms a continuation of the Strada dell'Abbondanza on the Amphitheatre side, and soon visitors will see the actual route taken by the spectators of the scenes there. For the present the public are not admitted. Except for some notable exceptions, only the fronts on the actual street are ready for inspection. The interiors have yet to be rid of their accumulation of ashes and pumice stone.

Professor Splanicola, the Director of Excavations, has arranged that as little as possible of the contents of the various buildings shall go to the Naples Museum, which is already rich in treasures from Pompeii and Herculaneum. Objects found are being left in situ. The wine jars have their jars stacked as they were on the day the city was destroyed, and their stoves, counters, and decorations are intact. The remains of doors even are being preserved in plaster, with the elaborate locks and bars belonging to them, which indicates that they were as common then as it is in the Naples of to-day. One shop was that of a dealer in lamps, bronzes, and metal wall decorations, with a side line in the shape of articles for ladies' toilet tables. Another, across the way, was that of a draper, with a suggestion of the modern dress in the variety of goods he stocked. Behind are big premises arranged with vats for laundry work and for cleaning and dyeing clothes.

In a house which was unwarped a year ago the bones of the inmates were turned up only a day before my visit. The family consisted apparently of father and mother and two young boys.

A LOVELY STREET.
At the Amphitheatre on a house is being opened up and restored, which is twice the size of any previously unearthed. It is reached from the street by double-fronted premises, and a lofty gateway, the woodwork of the doors still preserved, with their bronze studs, leads into it. The decorations are singularly fresh and beautiful, though simple in design. In the garden is a deep piscina or fish tank in its heyday this street must have been a lively one. Drinking places were common on one side, while on the other nearly all were restaurants.

Great pains are being taken to preserve the decorations on the street front. An election was in progress at the time of the eruption, and the walls were daubed with rufous-colored appeals to vote for the Lloyd George of the moment. These have faded from the houses which were first to return to the light of day. Now the Director has them covered with glass or a heavy stucco.

Apart from these, however, the frescoes, which are not always merely classical but dealing with every day affairs, such as those on a shoemaker's shop. Many are evidently portraits. One is that of a Roman lady, who bears a striking resemblance to Italian types of to-day. One shows instead of the owner's name over the front, has paintings of the twelve divinities. One skeleton found in that of a slave, whose finger still retained its bronze.

Since C. Altman, who accompanied me through the new excavations, has been custodian of the works for forty-five years.

BEER PROFITS.

Bas, Ratcliff and Gretton's report for the year ended June differs considerably from Guinness's, as the profit is only increased by \$4,900, but Guinness's was not really as substantial as it looked at the first. Examination showing that \$1,462,000 of the amount given as profit was required for the payment of B.P.D. and other taxes. There is another point of difference, too, for whereas Guinness's are increasing their dividend from 15 to 20 per cent, Bas, Ratcliff and Gretton are reducing their nominal rate from 16 to 11 per cent, free of tax.

The reduction, however, is an unusual one, for the amount of nearly \$7,000,000. This is due to the fact that in January last a bonus of 50 per cent was given in shares, the amount required—(\$5,800,000)—being taken from reserves. It is proposed to put \$1,000,000 to the reserve, making a total of \$2,000,000. Further comparisons are made below.

1918-19 1919-20 1920-21

Profit	\$1,462,000	\$1,462,000	\$1,462,000
Dividend	\$1,462,000	\$1,462,000	\$1,462,000
Reserves	\$1,462,000	\$1,462,000	\$1,462,000
Income tax	\$1,462,000	\$1,462,000	\$1,462,000
Provision for B.P.D.	\$1,462,000	\$1,462,000	\$1,462,000
Outstanding shares	\$1,462,000	\$1,462,000	\$1,462,000
Total	\$1,462,000	\$1,462,000	\$1,462,000

THE LACK OF A REALLY UP-TO-DATE cinema has for long been felt to be one of the needs of the Colony, which was emphasised when the Victoria Theatre was pulled down. A company is now being formed to float a scheme to provide a first class cinema together with some valuable and exclusive rights which are at its option. A central site has been chosen on which is a building requiring practically only internal reconstruction to adapt it for entertainment purposes. If the plans of the Company finally approved, the new cinema should be in operation in about four months' time. But they have yet to get the site and building and if it is the case we shall be able to say more.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Do you keep absolutely quiet for days, rest in bed, if possible, and if you do not, are you unable to get on your feet? Do you feel that your system is out of order, and that you are suffering from chronic diarrhoea? Do you feel that your system is out of order, and that you are suffering from chronic diarrhoea? Do you feel that your system is out of order, and that you are suffering from chronic diarrhoea?

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SPECIAL CABLES.

POPULAR CONSUL.

FAREWELL BANQUET.

DEPARTURE ON RETIREMENT.

[China Mail Special.]

SHANGHAI, September 24. The Municipal Council gave a farewell banquet to M. Siffert, the Belgian Consul, on the eve of his retirement. The community feels his departure very much.

EMBEZZLEMENT CASE.

EIGHTEEN MONTHS' JAIL.

SHANGHAI MAN CONVICTED.

[China Mail Special.]

SHANGHAI, Sept. 24. W. F. Cameron has been set to bid for 18 months for embezzling goods valued at \$2,000, the property of Andersen, Meyer, and Co.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.
Sept. 24. B. F. Ajax.
Oct. 7. B. F. Scentor.
Oct. 14. B. F. O. Duna.
Oct. 18. B. F. O. Duna.
Oct. 20. B. F. O. Duna.
Nov. 1. B. F. O. Duna.
Nov. 8. B. F. O. Duna.
Nov. 15. B. F. O. Duna.
Nov. 22. B. F. O. Duna.
Dec. 6. B. F. O. Duna.
Dec. 13. B. F. O. Duna.
Dec. 20. B. F. O. Duna.

FROM JAPAN.
Sept. 24. B. F. A. Tada.
Oct. 7. B. F. A. Tada.
Oct. 14. B. F. A. Tada.
Oct. 18. B. F. A. Tada.
Oct. 20. B. F. A. Tada.
Nov. 1. B. F. A. Tada.
Nov. 8. B. F. A. Tada.
Nov. 15. B. F. A. Tada.
Nov. 22. B. F. A. Tada.
Dec. 6. B. F. A. Tada.
Dec. 13. B. F. A. Tada.
Dec. 20. B. F. A. Tada.

FROM MANILA.
Oct. 10. B. F. Tada.
Oct. 17. B. F. Tada.
Oct. 24. B. F. Tada.
Oct. 31. B. F. Tada.
Nov. 7. B. F. Tada.
Nov. 14. B. F. Tada.
Nov. 21. B. F. Tada.
Nov. 28. B. F. Tada.
Dec. 5. B. F. Tada.
Dec. 12. B. F. Tada.
Dec. 19. B. F. Tada.
Dec. 26. B. F. Tada.

FROM BOMBAY.
Oct. 5. B. F. O. Duna.
Oct. 12. B. F. O. Duna.
Oct. 19. B. F. O. Duna.
Oct. 26. B. F. O. Duna.
Nov. 2. B. F. O. Duna.
Nov. 9. B. F. O. Duna.
Nov. 16. B. F. O. Duna.
Nov. 23. B. F. O. Duna.
Dec. 1. B. F. O. Duna.
Dec. 8. B. F. O. Duna.
Dec. 15. B. F. O. Duna.
Dec. 22. B. F. O. Duna.

FROM CALCUTTA.
Sept. 27. B. F. O. Duna.
Oct. 4. B. F. O. Duna.
Oct. 11. B. F. O. Duna.
Oct. 18. B. F. O. Duna.
Oct. 25. B. F. O. Duna.
Nov. 1. B. F. O. Duna.
Nov. 8. B. F. O. Duna.
Nov. 15. B. F. O. Duna.
Nov. 22. B. F. O. Duna.
Dec. 1. B. F. O. Duna.
Dec. 8. B. F. O. Duna.
Dec. 15. B. F. O. Duna.

FROM MELBOURNE AND SYDNEY.
Sept. 25. B. F. O. Duna.
Oct. 2. B. F. O. Duna.
Oct. 9. B. F. O. Duna.
Oct. 16. B. F. O. Duna.
Oct. 23. B. F. O. Duna.
Oct. 30. B. F. O. Duna.
Nov. 6. B. F. O. Duna.
Nov. 13. B. F. O. Duna.
Nov. 20. B. F. O. Duna.
Nov. 27. B. F. O. Duna.
Dec. 4. B. F. O. Duna.
Dec. 11. B. F. O. Duna.

FROM VANCOUVER.
Oct. 18. B. F. O. S. Montague.
Oct. 25. B. F. O. S. Montague.
Nov. 1. B. F. O. S. Montague.
Nov. 8. B. F. O. S. Montague.
Nov. 15. B. F. O. S. Montague.
Nov. 22. B. F. O. S. Montague.
Dec. 1. B. F. O. S. Montague.
Dec. 8. B. F. O. S. Montague.
Dec. 15. B. F. O. S. Montague.
Dec. 22. B. F. O. S. Montague.

FROM SAN FRANCISCO.
Oct. 3. B. F. K. Siberia Maru.
Oct. 10. B. F. K. Siberia Maru.
Oct. 17. B. F. K. Siberia Maru.
Oct. 24. B. F. K. Siberia Maru.
Oct. 31. B. F. K. Siberia Maru.
Nov. 7. B. F. K. Siberia Maru.
Nov. 14. B. F. K. Siberia Maru.
Nov. 21. B. F. K. Siberia Maru.
Nov. 28. B. F. K. Siberia Maru.
Dec. 5. B. F. K. Siberia Maru.
Dec. 12. B. F. K. Siberia Maru.
Dec. 19. B. F. K. Siberia Maru.

FROM SEATTLE.
Nov. 8. B. F. J. J. J.
Nov. 15. B. F. J. J. J.
Nov. 22. B. F. J. J. J.
Nov. 29. B. F. J. J. J.
Dec. 6. B. F. J. J. J.
Dec. 13. B. F. J. J. J.
Dec. 20. B. F. J. J. J.
Dec. 27. B. F. J. J. J.
Jan. 3. B. F. J. J. J.
Jan. 10. B. F. J. J. J.
Jan. 17. B. F. J. J. J.
Jan. 24. B. F. J. J. J.

FROM LOS ANGELES.
Oct. 10. B. F. P. N. Vito.
Oct. 17. B. F. P. N. Vito.
Oct. 24. B. F. P. N. Vito.
Oct. 31. B. F. P. N. Vito.
Nov. 7. B. F. P. N. Vito.
Nov. 14. B. F. P. N. Vito.
Nov. 21. B. F. P. N. Vito.
Nov. 28. B. F. P. N. Vito.
Dec. 5. B. F. P. N. Vito.
Dec. 12. B. F. P. N. Vito.
Dec. 19. B. F. P. N. Vito.
Dec. 26. B. F. P. N. Vito.

FROM LONDON.
Sept. 28. B. F. K. K. K.
Oct. 5. B. F. K. K. K.
Oct. 12. B. F. K. K. K.
Oct. 19. B. F. K. K. K.
Oct. 26. B. F. K. K. K.
Nov. 2. B. F. K. K. K.
Nov. 9. B. F. K. K. K.
Nov. 16. B. F. K. K. K.
Nov. 23. B. F. K. K. K.
Nov. 30. B. F. K. K. K.
Dec. 7. B. F. K. K. K.
Dec. 14. B. F. K. K. K.

FROM LIVERPOOL.
Oct. 5. B. F. K. K. K.
Oct. 12. B. F. K. K. K.
Oct. 19. B. F. K. K. K.
Oct. 26. B. F. K. K. K.
Nov. 2. B. F. K. K. K.
Nov. 9. B. F. K. K. K.
Nov. 16. B. F. K. K. K.
Nov. 23. B. F. K. K. K.
Nov. 30. B. F. K. K. K.
Dec. 7. B. F. K. K. K.
Dec. 14. B. F. K. K. K.
Dec. 21. B. F. K. K. K.

FROM HAMBURG.
Nov. 6. B. F. K. K. K.
Nov. 13. B. F. K. K. K.
Nov. 20. B. F. K. K. K.
Nov. 27. B. F. K. K. K.
Dec. 4. B. F. K. K. K.
Dec. 11. B. F. K. K. K.
Dec. 18. B. F. K. K. K.
Dec. 25. B. F. K. K. K.
Jan. 1. B. F. K. K. K.
Jan. 8. B. F. K. K. K.
Jan. 15. B. F. K. K. K.
Jan. 22. B. F. K. K. K.

WEATHER REPORT.

Sept. 24. 12. 12. 12. Warning to Hongkong. A typhoon in Lat. 14° N. Long. 118° E. moving W.N.W.

Sept. 24. 12. 12. 12. No return from Japanese stations.

Pressure has increased moderately at Hongkong, and decreased slightly at the majority of other stations. The approximate position of the typhoon is Lat. 14° N. Long. 118° E. moving W. or W.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.08 inch. Total since January, 12.375 inches. Excess at average of 14.08 inches.

Forecast for the 24 hours ending at noon on September 25th.

1. Hongkong to Gap. Rock E. and N.E. winds, fresh; fair.

2. Formosa Channel. The same as No. 1.

3. South coast of China between Hongkong and Lamook. The same as No. 1.

4. South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

SEPTEMBER 24, 1920.—a.m.

Station	Hour	Barometer	At Sea Level	Temperature	Humidity	Direction	Force	Weather
Victoria Peak	6 a.m.	29.94	63	—	—	—	—	—
Wanmoo	6 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	7 a.m.	29.94	63	—	—	—	—	—
Wanmoo	7 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	8 a.m.	29.94	63	—	—	—	—	—
Wanmoo	8 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	9 a.m.	29.94	63	—	—	—	—	—
Wanmoo	9 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	10 a.m.	29.94	63	—	—	—	—	—
Wanmoo	10 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	11 a.m.	29.94	63	—	—	—	—	—
Wanmoo	11 a.m.	29.94	63	—	—	—	—	—
Victoria Peak	12 p.m.	29.94	63	—	—	—	—	—
Wanmoo	12 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	1 p.m.	29.94	63	—	—	—	—	—
Wanmoo	1 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	2 p.m.	29.94	63	—	—	—	—	—
Wanmoo	2 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	3 p.m.	29.94	63	—	—	—	—	—
Wanmoo	3 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	4 p.m.	29.94	63	—	—	—	—	—
Wanmoo	4 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	5 p.m.	29.94	63	—	—	—	—	—
Wanmoo	5 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	6 p.m.	29.94	63	—	—	—	—	—
Wanmoo	6 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	7 p.m.	29.94	63	—	—	—	—	—
Wanmoo	7 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	8 p.m.	29.94	63	—	—	—	—	—
Wanmoo	8 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	9 p.m.	29.94	63	—	—	—	—	—
Wanmoo	9 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	10 p.m.	29.94	63	—	—	—	—	—
Wanmoo	10 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	11 p.m.	29.94	63	—	—	—	—	—
Wanmoo	11 p.m.	29.94	63	—	—	—	—	—
Victoria Peak	12 a.m.	29.94	63	—	—	—	—	—
Wanmoo	12 a.m.	29.94	63	—	—	—	—	—

T. F. CLARKE, Director.

Hongkong Observatory, Sept. 24, 1920.
1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF SKY, blue sky, detached clouds, drizzling rain, fog, gloomy, hail, lightning, overcast, squally showers, squally rain, snow, thunder, visibility, J. wet, wet, frost.
7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Kowloon. The tide-tables are for the years 1920-21.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 10 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 4 feet 4 inches, and on the gauge at Lamoon Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

SEPTEMBER 24 TO OCTOBER 1, 1920.

Hour	High Water	Low Water
6 a.m.	2.5	1.5
12 p.m.	2.5	1.5
6 p.m.	2.5	1.5

HONGKONG REGISTER.

Previous day	23.80	23.80	23.78
Barometer	24	79	67
Temperature	75	76	62
Humidity	—	—	—
Direction of Wind	—	—	—
Force	—	—	—
Weather	—	—	—
Rain	0.53	0.00	0.00

Notes on the weather on the 24th. Light breeze from the S.W. at 10 a.m. at 11 a.m. the wind shifted to the S. and at 12 p.m. it was from the S. by E. at 1 p.m. it was from the S. by E. at 2 p.m. it was from the S. by E. at 3 p.m. it was from the S. by E. at 4 p.m. it was from the S. by E. at 5 p.m. it was from the S. by E. at 6 p.m. it was from the S. by E. at 7 p.m. it was from the S. by E. at 8 p.m. it was from the S. by E. at 9 p.m. it was from the S. by E. at 10 p.m. it was from the S. by E. at 11 p.m. it was from the S. by E. at 12 a.m. it was from the S. by E. at 1 a.m. it was from the S. by E. at 2 a.m. it was from the S. by E. at 3 a.m. it was from the S. by E. at 4 a.m. it was from the S. by E. at 5 a.m. it was from the S. by E. at 6 a.m. it was from the S. by E. at 7 a.m. it was from the S. by E. at 8 a.m. it was from the S. by E. at 9 a.m. it was from the S. by E. at 10 a.m. it was from the S. by E. at 11 a.m. it was from the S. by E. at 12 p.m. it was from the S. by E. at 1 p.m. it was from the S. by E. at 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